

**WISCONSIN DEPARTMENT
OF TRANSPORTATION**

**PHASE THREE:
EVALUATION OF THE EFFECTIVENESS OF THE
OCCUPATIONAL LICENSING PROGRAM:
DESCRIBING THE DRIVERS WITH
OCCUPATIONAL LICENSES
AND THOSE WITHOUT THEM**

- 1: FOCUS GROUPS WITH DRIVERS WITH OCCUPATIONAL LICENSES AND
DRIVERS WHO HAVE BEEN DENIED OCCUPATIONAL LICENSES
- 2: MAIL SURVEY WITH DRIVERS WITH OCCUPATIONAL LICENSES AND
DRIVERS WHO HAVE BEEN DENIED OCCUPATIONAL LICENSES
- 3: DATABASE COMPARISON OF OCCUPATIONAL LICENSE
HOLDERS WITH OTHER DRIVERS

DECEMBER 18, 2002

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Table of Contents

	<u>Page</u>
Introduction.....	1
Executive Summary	6
Detailed Findings	12
Focus Groups	13-24
Background	13
Overall Observations	13
Participants with Occupational Licenses	14
Positive Attitudes	14
Expenses.....	14
Taking Responsibility	15
Driving Habits.....	15
The Process of Applying for, and Keeping, An Occupational License	16
Effects of Losing their Licenses.....	16
Varying Levels of Knowledge	17
Suggestions for Changes	17
Participants who were Denied or Did Not Apply for Occupational Licenses.....	18
Perspectives on Not Having a License.....	18
Problems with Not Having a Driver’s License	19
Driving Practices.....	20
Reasons for Not Applying for an Occupational License	21
Alternative Means of Transportation.....	21
Being “Marked” as a Traffic Offender	22
The Downward Spiral.....	22
Opinions of the Police.....	23
Opinions of the Department of Transportation and the Court System.....	23
Suggestions for Improvement	24
Mail Surveys	25-44
Background	26
Respondent Profile	27
License Suspensions and Revocations	28
Reactions to Losing Driver’s Licenses	29
Occupational License Holders’ Reactions to Losing Driver’s Licenses (By Age)	30

Table of Contents

	<u>Page</u>
Mail Surveys (continued)	
Current License Status and Time Without Licenses	31
Applying for Occupational Licenses (Denied Respondents)	32
Where Respondents First Learned about	
Occupational Licenses	33
Opinions of Occupational License Processes	34
How Respondents without Licenses Got Around	35
Helpfulness of Family Members and Friends	36
Use of Public Transportation	37
How Life Has Been Different	38
Effects of Occupational Licenses (or No License) on Lives	39
Effects of Occupational Licenses (No Licenses) on Jobs	40
Driving Illegally	41
Driving Outside Occupational License Hours (By Age)	42
Types of Homemaker Duties	43
Suggestions for Improvement	44
Database Analysis	45-81
Background	46
Demographic Characteristics of Occupational License Holders	46
Uses of Occupational Licenses	57
Reason Licenses were Withdrawn	59
Routes of Travel.....	61
Number of Citations.....	67
Number of Accidents	73
Types of Incidents	79
Insurance Claims	81
Appendix A – Recruiting Screener	
Appendix B – Focus Group Discussion Guidelines	
Appendix C – Mail Survey Questionnaires	
Appendix D – Statistical Reliability	
Appendix E – Withdrawal Type Definitions	

INTRODUCTION



Introduction

Study Background

At the request of the Wisconsin Department of Transportation, The Dieringer Research Group, Inc., an independent research consultant, has been contracted to conduct a study of the effectiveness of Wisconsin's occupational licensing program. Russell G. Brooker, Ph.D. is the study's principal researcher and author. Laura M. Cleary is the Project Manager. Richard W. Yob is the Account Manager. This research project is being conducted in three phases.

Phase 1: Situation Assessment

- *Literature Review*
- *Survey of the US states and Canadian provinces and territories about their policies and practices concerning occupational licenses*

Phase 2: Current Perceptions and Profiles

- *Interview experts and others in Wisconsin about their perceptions of Wisconsin's occupational licensing practices*
- *Survey the Wisconsin public to assess their understanding of the occupational license program*

Phase 3: Occupational Licensee Assessment

- *Survey occupational license holders*
- *Survey those denied an occupational license or were not eligible*
- *Survey those eligible for an occupational license but did not apply for one*
- *Develop a profile of Wisconsin occupational license applicants*
- *Compare driving records of Wisconsin occupational license holders with those of the general public*
- *Compare the number of citations for those drivers operating under occupational licenses before, during, and after they held occupational licenses.*

This report presents the findings of Phase 3.

Introduction

Research Objectives

Phase 3 has several principal objectives:

- *Identify the demographic and attitudinal characteristics of Wisconsin drivers who operate with occupational licenses as well as those who have lost their licenses and have not applied for occupational licenses or have been denied.*
- *Ascertain the activities, especially the driving habits, of people with occupational licenses and those who did not apply or were denied occupational licenses.*
- *Determine the opinions and perceptions of occupational license holders and those who were denied or did not apply for occupational licenses concerning laws limiting driving and the occupational licensing program.*

Methodology

Focus Groups

The Dieringer Research Group, Inc. conducted four focus groups, two in the Madison area and two in the Milwaukee area. One group in each area consisted of Wisconsin drivers who had lost their licenses and were denied or did not apply for occupational licenses. The other group in each area consisted of drivers who were currently operating with occupational licenses. The compositions of the four groups are shown in the following table:

Occupational License Focus Groups					
Group	Date	Location	Participants	Number of	
				Men	Women
1	July 23, 2002	Madison	Denied or Did Not Apply	5	3
2	July 23, 2002	Madison	Held Occupational Licenses	4	2
3	July 24, 2002	Milwaukee	Denied or Did Not Apply	7	--
4	July 24, 2002	Milwaukee	Held Occupational Licenses	7	2

This report includes the comments of the focus group participants. Sometimes, these participants state facts or laws incorrectly. They are quoted accurately in this report regardless of the validity of their statements. This may seem jarring at times, but it is important to describe the opinions of focus group members accurately to determine what people really think.

Introduction

Mail Surveys

A total of 407 Wisconsin adults were surveyed by mail during August and September 2002. A total of 364 respondents held occupational licenses, while the other 43 had been denied occupational licenses. The response rates for the two surveys are:

Responses to the Mail Surveys			
Type of Respondent	Number Mailed*	Number Returned	Response Rate
Occupational License Holders	1,935	364	19%
Denied Occupational Licenses	169	43	25%
*The number mailed does not include the questionnaires that were returned by the USPS as undeliverable (33 occupational license holders and 8 who had been denied occupational licenses).			

Names for the samples of drivers were obtained from WisDOT. The returned questionnaires did not have any codes identifying the respondents, so all answers were anonymous. In order to raise the response rate of the denied occupational licensees, two waves of the denied questionnaires were mailed. As another way to increase response rates, The Dieringer Research Group conducted drawing for three \$100 prizes. (To enter the drawings, respondents sent back cards separately from the questionnaires.)

Questionnaires were also sent to drivers who had their driver's licenses suspended or revoked but had not applied for occupational licenses; however, only a few (10) of these drivers returned their questionnaires and are not included in this analysis. The main reason for the small number of returned questionnaires is that potential respondents had moved before the questionnaires were mailed; 124 of 155 mailed were returned as undeliverable by the US Postal Service.

Typically, a survey like this would be conducted over the telephone. However, we chose to use a mail format to ensure anonymity of respondents. Focus group participants told us that they would not give honest answers over the telephone to questions about illegal activities. But they said they would give honest answers to a mail survey if they could do so anonymously. Their logic convinced us to conduct an anonymous mail survey. Since many respondents admit to illegal driving, we believe we have obtained honest answers with this methodology.

Introduction

Database Analysis

The Dieringer Research Group, Inc. analyzed six WisDOT databases to develop profiles of occupational license holders and, where appropriate, compare those profiles to all drivers with Wisconsin driver's licenses. Two of the six databases were "snapshots" of the status of drivers in the summer of 2002. Data were gathered for all 11,087 drivers who held occupational licenses and all 3,727,194 people who held Wisconsin driver's licenses at that time. One of the databases included information about occupational licenses that were issued July through October, 2002, and another included information about occupational licenses that had expired July through October, 2002. The fifth and sixth databases included information on all Wisconsin drivers who received traffic citations and had accidents during 2001.

Occupational Licensees

1. 2002 Snapshot of valid occupational license holders (N=11,087)
Variables included: age, gender, and county of residence
2. Analysis of occupational licenses issued July through October, 2002 (N=4,557)
Variables included: withdrawal type (charge), routes of travel, and occupational license uses.
3. Analysis of occupational licenses expired July through October, 2001 (N=1,369)
Variables included: number and type of citations before, during, and after occupational licenses.

All Wisconsin Drivers

4. 2002 Snapshot of all Wisconsin drivers (N=3,727,194)
Variables included: age, gender, and county of residence
5. 2001 Wisconsin drivers issued citations (N=528,514)
Variables included: age, gender, county of residence, and total number of citations
6. Report of 2001 Wisconsin drivers in accidents (N=190,990)
Variables included: age, gender, and total number of accidents

Some datasets included more drivers than others. As a result, the number of people included in the analysis varies.

EXECUTIVE SUMMARY



Executive Summary

In order to ascertain the characteristics and opinions of people who drive with occupational licenses and those who were denied or did not apply for occupational licenses, The Dieringer Research Group Inc. conducted three research studies:

- Focus groups in Madison and Milwaukee
- Statewide mail surveys
- Database analysis

The most important findings were:

Focus Groups

The Dieringer Research Group, Inc. conducted four focus groups held in the Madison and Milwaukee areas on July 23 and July 24, 2002. One group in each market consisted of participants who were operating with occupational licenses, and the other group consisted of participants who had been denied or had not applied for occupational licenses. Participants in all the focus group discussions answered questions about their attitudes and opinions of license suspension and revocation and occupational licenses as well as questions about their driving practices.

There were wide ranges of opinions expressed in both types of focus groups, but the focus group members with occupational licenses tended to have positive attitudes toward the occupational licensing program. Although they made several suggestions for improvement, they approved of the way the program is run. Those who had been denied occupational licenses or who had not applied tended to be much more critical.

Focus group members from small towns and suburbs, especially those without occupational licenses, tended to be more critical of the occupational licensing system and the police than those living in the cities of Madison and Milwaukee. The difference was due mainly to the fact that police in small towns and suburbs can keep closer watch over traffic offenders and tend to be more vigilant in watching individuals whom they know have occupational licenses or do not have licenses. Some focus group members from small towns said they had been “marked” by their local police for harassment.

Virtually all the focus group members said they drive illegally. Those without occupational licenses tend to do it much more than those with the licenses. There were two main reasons why those without licenses drive illegally more than those with occupational licenses did:

- Occupational license holders can drive legally enough to survive. Any extra driving tends to be for emergencies, which are few in number, or for recreational purposes, which can be managed. Those without licenses, however, cannot get to work without driving illegally.
- Occupational license holders hope to get their regular licenses back in the foreseeable future, while most of those without licenses do not, so they are not as motivated to avoid being stopped by the police.

Occupational license holders said the process of obtaining the license is tolerable. They also said the classes some of them must take are informational and worthwhile.



Executive Summary

The occupational license holders said they wanted the licenses to be more flexible. They suggested:

- Make it cheaper than \$40 to change hours.
- Make allowances for emergencies, such as picking up sick children from school in the middle of the day.
- Allow people who drive for a living to not count the time driving on the job as part of the 60 hours per week.

There was disagreement, but some occupational license holders tended to view the occupational license as more of a “limited driving time” license rather than as a instrument to help them get to work and do necessary household duties. As a result, they wanted more freedom in their driving, such as “recreational hours.”

Although it was not unanimous, focus group members who had been denied or had not applied for occupational licenses tended to blame other people or bad luck for their predicaments.

Almost all of the focus group members without occupational licenses said they drive illegally. They gave a long list of advice for people who want to drive without a license, including:

- Drive carefully.
- Make sure all the lights work on the vehicle. Don’t get stopped for a headlight not working.
- Park behind the bar instead of in front. If necessary, park at a grocery store and walk to the bar.
- Do not drive sports cars or other “cop magnets.”
- Put a “Support Your Local Police” decal in the rear window. Do not put a “Led Zeppelin” decal in the window.
- Do not drive at night, especially after the bars have closed and police are looking for drunk drivers.

Those who had not applied for occupational licenses gave several reasons for not applying, including:

- Not being eligible
- Not wanting to alert the insurance company

Many of those with occupational licenses said they would not have applied for the license if their periods of suspension had been shorter, such as three months or less. They said they would risk arrest for short periods of time.

Those without occupational licenses said that public transportation, even in the cities of Madison and Milwaukee, was not adequate.

Although most focus group members said they had lost their licenses for OWI, some said they had committed lesser infractions and had their licenses suspended; after that, their main violation was driving after suspension or revocation. In fact, driving after suspension or revocation seemed to be the main offense that kept them from getting their regular driver’s licenses reinstated.

Executive Summary

Those without occupational licenses made several suggestions for improving the laws surrounding license suspensions and revocations, including:

- Do not suspend or revoke licenses for offenses in which nobody is hurt
- Do not suspend or revoke licenses for “little” things such as failure to pay child support
- Make occupational licenses easier to obtain

Mail Surveys

A total of 407 Wisconsin adults were surveyed by mail during August and September 2002. A total of 364 respondents held occupational licenses, while the other 43 had been denied occupational licenses.

Respondent Demographics

Based on the results of this survey, respondents denied an occupational license (“denied”) seem to differ demographically and in terms of their opinions and behaviors compared to those respondents with occupational licenses.

Approximately two-thirds of the respondents, both the “denied” and those with occupational licenses, were men. However, the denied respondents tended to be younger and have lower levels of education than those with occupational licenses.

Respondent Behaviors

Those who had been denied occupational licenses reported that they had their regular licenses suspended or revoked more often than the respondents that had occupational licenses. The “denied” respondents also spent more time in the previous year without any licenses than the occupational license holders spent with occupational licenses.

Respondents who were denied occupational licenses said the main ways they got around were getting rides from friends and family members. About half said they drove anyway. Generally, family members and friends have been helpful in giving rides to both the occupational license holders and the “denied.”

Both types of respondents said they seldom used public transportation.

About 18% of the occupational license holders said they drove outside their hours “every day” or “almost every day.” Approximately 31% of the “denied” respondents said they drove without licenses “every day” or “almost every day.” Among the occupational license holders, younger respondents tended to drive outside their hours more than older respondents do.

Among the occupational license holders who have homemaker duties included with their licenses, the most common activity was grocery shopping. However, 36% said they used homemaker duties for “social reasons such as movies or restaurants” and 25% said they took “vacations or out-of-town trips” as part of their homemaker duties.

Executive Summary

Respondent Opinions

Occupational license holders were more likely to report that they felt “embarrassed” or “guilty,” while those who had been denied the licenses were more likely to report they felt “unlucky” or “treated unfairly.” Among the occupational license holders, older respondents were more likely to indicate they felt “embarrassed” or “guilty,” while younger respondents were more likely to report that they felt “unlucky.”

The largest number of respondents first learned about occupational licenses from lawyers. Many also first learned from judges, the DMV, a pamphlet or form, police officers, WisDOT, friends, and co-workers.

Respondent Experiences with the Occupational License Program

Occupational license holders indicated that the process of obtaining a license was neither particularly easy nor difficult. The process of obtaining a SR-22 was relatively easy.

Both types of respondents, those with an occupational license and those denied one, reported that their lives are more difficult compared to when they had regular driver’s licenses, however “denied” respondents seem to indicate a more difficult time. The “denied” also reported more negative effects on their jobs.

The most common complaints about using occupational licenses, or not having any license, were the restrictions, lack of freedom, and need to depend on others. The most common suggestions among the occupational license holders were for more flexible hours and to not charge for changing hours. The most common suggestions among the “denied” respondents were to give everyone occupational licenses and to treat each case individually (instead of relying on objective, impersonal criteria).

Database Analysis

WisDOT databases of occupational license holders and other drivers were analyzed to find characteristics of occupational license holders and ways they use the licenses.

Demographics of Occupational License Holders

Compared to all Wisconsin drivers, occupational license holders tend to be:

- Young: Occupational license holders were much more likely to be young, especially aged 21-29. Occupational license holders were unlikely to aged 50 – 64 and were very unlikely to be 65 or more years old.
- Male: Occupational license holders were much more likely to be male than female.
- Rural: Occupational license holders were slightly more likely than all Wisconsin drivers to live in rural counties, but the difference was not great.

Executive Summary

Uses of Occupational Licenses

The most common uses of occupational licenses were:

- | | |
|--------------------|-----|
| • Work | 94% |
| • Homemaker duties | 84% |
| • Church | 49% |

Education was an important use for young drivers: 59% of those aged 16-20 and 16% of those aged 21-29 said they used their occupational licenses for school, compared to less than 7% of older drivers.

Women were slightly more likely than men to use their occupational licenses for homemaker duties (90% v. 82%).

Reason Licenses were Withdrawn

Alcohol-related causes account for three-fourths (75%) of license withdrawals among people with occupational licenses. "Driver record" (accumulation of demerit points) accounts for only 13% of all license withdrawals, but accounts for 53% of the withdrawals of licenses from drivers aged 16-20.

Routes of Travel

Occupational license holders can choose to identify Wisconsin counties, the entire state of Wisconsin, other states, or even the entire country as locations where they can drive. About half (53%) chose counties only and 40% chose states only. Younger drivers tended to choose counties, while older drivers tended to choose states. Generally, drivers chose only 1-3 counties or states. Men tended to choose more counties and states than women did.

Number of Citations and Accidents

When examining the number of citations and accidents before, during, and after the occupational license, there is a very consistent pattern. The number of citations and accidents declined precipitously from the year before the occupational license to the time of using the occupational license (which would typically be less than one year). In the year after using the occupational license, the number of citations and accidents usually increased, but never to the level of the year before the license. In sum, drivers tended to have many fewer citations and accidents during the year following the occupational license than during the year before it.

Insurance Claims

American Family Insurance generously analyzed its database to determine the number of citations and insurance claims by Wisconsin drivers with occupational licenses. That analysis found that in the two and one half years from January 2000 through June 2002, drivers with occupational licenses received an average of 3.00 moving violations and filed an average of .04 accident claims for \$500 or more. These numbers compare to an average of .84 moving violations and .09 accident claims of \$500 or more. (However, we believe that the figure of .04 accident claims per occupational license holder does not accurately reflect the number of accidents causing \$500 in damage or more because of under-reporting by the occupational license holders [see Detailed Findings].)

DETAILED FINDINGS

FOCUS GROUPS



Detailed Findings –Focus Groups

Background

The Dieringer Research Group, Inc. conducted four focus groups held in the Madison and Milwaukee areas on July 23 and July 24, 2002. One group in each area consisted of participants who were operating with occupational licenses, and the other group consisted of participants who had been denied or had not applied for occupational licenses. Participants in all the focus group discussions answered questions about their attitudes and opinions of license suspension and revocation and occupational licenses as well as questions about their driving practices.

Overall Observations

There were wide ranges of opinions expressed by the participants of the four focus groups. At one extreme, a focus group member's attitude was, "Poor me. I'm unlucky. The cops are after me." At the other extreme was, "I broke the law and I'm being punished for it." Generally, the offenders who had occupational licenses were more positive and thought more highly of the license system than those without licenses did. While most focus group members with occupational licenses supported the occupational license system and thought it was an equitable way to deal with traffic offenders, those without licenses tended to view the license suspension/revocation system as unnecessarily punitive. Both types of focus group participants wanted more flexibility built into the system.

While practically all the offenders in the focus groups said they drove illegally (any driving for those without licenses and driving outside their hours or for unapproved purposes for occupational license holders), those without licenses tended to drive illegally much more than those with occupational licenses. The evidence from these focus group discussions leads one to conclude that occupational licenses really do reduce the amount of illegal driving. There are probably two reasons for that difference between occupational license holders and those without licenses:

- Occupational license holders can drive legally enough to survive. Any extra driving tends to be for emergencies, which are few in number, or for recreational purposes, which can be managed. Those without licenses, however, cannot get to work without driving illegally.
- Occupational license holders hope to get their regular licenses back in the foreseeable future, while most of those without licenses do not, so they are not as motivated to avoid being stopped by the police.

Another difference observed in the focus groups is that the participants in Madison tended to be more critical of authority figures than those in Milwaukee were. (Those without licenses in Madison were the most critical.) One reason for the difference between Madison and Milwaukee participants may be that more of the Madison participants came from small towns and rural areas. The police in small towns and rural areas tend to know the residents better and are able to monitor traffic offenders more closely. The non-license holders, and a few occupational license holders, in the Madison group did adamantly complain that once they got into trouble they were "marked" and were closely watched by the police. In the Milwaukee groups, this phenomenon was mentioned by a few participants from small suburbs, but without the emotion of the Madison groups.

Detailed Findings –Focus Groups

Participants with Occupational Licenses

Generally, the focus group members with occupational licenses viewed the system as legitimate and thought their limitations were appropriate and, although they made several suggestions for improvement, approved of the way the program is run.

- **Positive Attitudes**

Generally, focus group members with occupational licenses were positive about the occupational licensing program. They said the program was necessary for them to hold their jobs. They said that the rules are adequately flexible and that, for the most part, the 12 hours per day and 60 hours per week are sufficient. They also appreciated the fact that they can divide the 60 hours any way they want.

Almost all of the participants acknowledged that they had committed infractions that warranted them losing full driving privileges. One man said he was not guilty of drunk driving (he said he was not really drunk), the offense for which he lost his license, but he did not complain that the punishment was too harsh for his “crime.” Even the focus group members who had multiple convictions, and were facing incarceration if caught again, supported the occupational licensing program.

- **Expenses**

The participants said that the entire process of losing a license is expensive. They compiled a list of expenses, with sample dollar amounts, that somebody might incur as a result of an OWI conviction:

- Traffic fines: \$650
- Assessment \$200
- Class \$125
- Insurance \$1,500 (full coverage is required if there is a loan on the car)
- Occupational license \$40

Interestingly, the most complaints concerned the \$40 occupational license fee. Although it tends to be a small part of the total expense, focus group members complained that they had to pay the \$40 again and again whenever they changed their hours. Since several people had changing hours in their jobs or their school hours when the semesters changed, they viewed paying a new fee each time as excessive. One person in Madison said:

“It costs \$40 to change your hours, so they can print out a piece of paper upstairs.”

Focus group members suggested reducing the fee or allowing a limited number of changes for free. One man suggested changing hours online.

Detailed Findings –Focus Groups

- **Taking Responsibility**

Although the focus group participants did not like operating under the occupational license restrictions, most acknowledged that they had broken the law and were in line for some sort of punishment. Although they certainly did not see any need for the system to be any more punitive, they saw the need for punishment of some kind.

They approved of the occupational licensing program and the way it is working, but they asked for several changes, mostly to make the program more flexible.

There were differences of opinion, but the general feeling was that they were responsible for their predicaments. A woman in Milwaukee said:

“This is a consequence. We deserve it.... The occupational license is to get me to work and back home. If I have any personal needs, I have to make other plans. We got ourselves into this.”

One woman in Madison complained that her small children were limited by her restrictions. She said, “My children suffer because I have an occupational license.” But then a man pointed to a different perspective. He said, “No, your children are suffering because you got caught driving drunk.”

- **Driving Habits**

The focus group members said they drove carefully. One person in Madison said the occupational license “has made us more conscious of our driving behavior.” They were also very conscientious about observing the hours on their occupational licenses. They said they drive outside their hours only if absolutely necessary. All said they obey the rules most of the time, and a few said they obey them all the time.

Some of the focus group members said they drive more carefully than they had before they lost their regular licenses—they worded it as saying they were “more paranoid.” One said he wears his seat belts, and another said he follows cars at a greater distance.

One man in Madison said that if he drives outside his hours, he checks his vehicle carefully to make sure all the lights work properly so he will not be stopped for a burnt-out tail light. He said:

“Do a CDL check on your vehicle so you don’t get caught.”

One woman in Milwaukee avoided the problem of excessive driving by changing jobs so she could walk to work.

However, there was confusion or difference of opinion about whether they were breaking the rules—specifically what constitutes “homemaker” duties. Some participants did not know if they were breaking the rules or not. One man said he drove to Florida and did not know if he had broken the rules. Another man said he drove throughout Wisconsin and northern Illinois transporting himself and his son to participate in bicycle races. Most people in the groups thought they had broken the occupational license rules. Another man said he was afraid to take his sons to their baseball games on Saturdays although he would be driving within his hours. Other group members said that taking children to games would qualify as a homemaker duty.

Detailed Findings –Focus Groups

- **The Process of Applying for, and Keeping, an Occupational License**

Overall, the focus group members did not have serious objections to the process of acquiring an occupational license, but they did have some comments and suggestions:

- One man said the \$200 cost of the assessment seemed excessive, considering that it lasted only 25 minutes. Another man said it lasted only five minutes.
- One man said he objected to spending four hours one night each week taking a class as a requirement for his occupational license. He did not object to the class, but he said he does not like to sit still for four hours. He suggested having an option of two nights of two-hour classes.
- Some people complained about waiting in long lines at license branches. They thought they should be able to mail in paperwork to get the occupational license. Some said they should be able to get the license, or change the hours, online. There was a consensus that license branches are very unpleasant, and several people said they “felt sorry” for license branch employees because they never seem happy. However, one man appreciated being able to take a number and then wait in comfortable chairs.
- Although some people objected to the expense of the classes or having to take them, nobody complained about the classes themselves. Those who commented on the classes said they were informational and that they had benefited from them.

Interestingly, several occupational license holders also had regular driver’s licenses. They did not use them for driving, because the police officer would know from the computer that it was invalid, but they did use them for identification in other areas, such as at airports. They had obtained duplicate licenses before they lost their regular licenses, and then just surrendered one of them to the authorities.

- **Effects of Losing their Licenses**

When asked what effects losing their licenses had had on their lives, they mentioned four main effects:

- Life was less fun. One young woman said, “My social life sucks.” Others said they could not go on vacation and that their children suffered.
- There are more bills.
- It is stressful because it burdens other people who get asked to provide rides.
- Young people’s parents are disappointed.

Detailed Findings –Focus Groups

- **Varying Levels of Knowledge**

Some participants in both occupational license groups complained that they were not informed well about their options and the rules of the program. They said nobody told them about the availability of occupational licenses and there was no printed information on the rules. However, other focus group members said they were told immediately about occupational licenses and that they found abundant material on the program's rules.

One man said there should be a telephone number to call and a list of things to do and not do. Other people said there is a telephone number and a list of things to do and not do. One woman said there is also much information on the DOT web site.

- **Suggestions for Changes**

Although the focus group members approved of the occupational licensing program overall, they suggested several changes, which they viewed as making the program more flexible. Basically, the most common view was that as long as they stay within their hours, they should be able to drive legally anywhere they want. Most people, with some exceptions, viewed the license as a "limited time" license rather than an "occupational" license. One person in Madison summed up the prevailing opinion:

"It [the occupational license] is good but too strict. There should be more flexibility. You should be able to pick the hours you want and use them the way you want."

There were other suggestions:

- There should not be a new \$40 fee each time a person's hours need to be changed. Some people have jobs with varying shifts, and others have school with classes that change each semester. There should be some limited free changing of hours or, at least, a reduced fee for merely changing hours.
- Two men, one in Madison and one in Milwaukee, said their jobs were driving, with commercial driver's licenses. Each said that the 40 hours each week he drives on the job count against their 60 hours, so they actually have occupational licenses with 20 hours per week. They thought that driving for a job should not count in the allowed 60 hours. The man in Madison said,

"If you drive for a living, you use all your hours for your job. My 60 hours is about shot."

- Several people said that there should be allowances for special circumstances. They said that if they were at work and one of their children got hurt or sick at school, they would have to go tend to the child. They said they should be able to notify somebody that they were forced to drive outside their hours.
- One man said that he works construction and that when outdoor jobs are rained out, he has to choose between waiting until his official "going home" time came or drive outside his hours. He said there should be a way he could notify the state that he was returning home early.

Detailed Findings –Focus Groups

- One man said he is sometimes on call all night to fix machinery. If he is called in the middle of the night, he has a choice of calling somebody else to fix the machinery (who may not be as aware of the problem as he is) or driving illegally to fix it. There is no way to predict when he will be called. He thought there should be some provision in the occupational license rules for him to drive to work for emergencies. He suggested having a number he could call to alert the authorities that he would be driving outside his hours.
- Some focus group members asked for more flexibility, such as an “extended plan” for somebody who needs more hours, or a “flex plan” in which one would have ten “flex hours” each week. However, when asked, nobody could describe how “flex hours” could be administered.
- Some participants said that they should not have to wait 30 days to get an occupational license after the first OWI arrest. They said they are given “pink slips” that serve as driver’s licenses for 30 days and are not allowed to apply for occupational licenses until the 30 days are up. They wanted the ability to apply immediately for the occupational license. They also objected to the fact that they had only one day to apply for the occupational license after the pink slip expired—or be guilty of driving without a license.
- Some people said there should be some limited “recreational” driving. They said that their children suffer because they cannot take them, for example, to Wisconsin Dells. One man said he should receive one week of unrestricted driving for a vacation. However, some of the focus group members dismissed the idea of recreational driving and pointed out that they were being punished for breaking the law.
- Some focus group participants objected to having the word “occupational” written on the license because it embarrasses them, but others did not care. Some objected to having the hours written on the licenses for the same reason; they said it was not necessary since the police will use their computers anyway. But others were not bothered by the word.

Participants who were Denied or Did Not Apply for Occupational Licenses

There was great diversity of opinion in the group of people who had been denied or did not apply for occupational licenses, but many of them, especially those in Madison, were unwilling to take responsibility for their actions and tended to have negative views of the system.

• Perspectives on Not Having a License

The participants in the focus groups expressed a variety of perspectives, but many tended to blame others for their situations. Some opinions expressed were:

- Their friends drive as badly as they do, so their friends are not very judgmental about their getting caught. They, and their friends, view their arrests largely as a matter of bad luck. However, the friends get tired of providing rides for people without licenses.
- Some felt that they had lost their licenses because they could not afford to hire lawyers to get the licenses back. One person said, *“If we all had big bucks, we would all have a license.”*

Detailed Findings –Focus Groups

- The police are arbitrary, giving tickets, and not giving tickets, based on personal whim. They said police often work on commission or need to meet quotas for traffic arrests.
- Licenses are suspended and revoked for unimportant offenses, and occupational licenses are too difficult to obtain.

However, others said they felt embarrassed, especially when telling their coworkers and family. Several focus group members said they recalled the line, “Driving is a privilege, not a right.” They thought that opinion was incorrect. They viewed driving as a necessity and a right.

• **Problems with Not Having a Driver’s License**

The focus group members pointed to many disadvantages associated with not having a license:

- One can lose a job because of the inability to get to work
- One’s spouse can miss work because the offender cannot perform normal household duties, such as transporting the children, and the spouse has to do it
- One loses freedom to go places and freedom to take things places. For example, one cannot reasonably take many tools on the bus. One certainly cannot take a boat to a lake on a bus.
- It is difficult to get hired without a license because many jobs require some driving. Some jobs require driving as the job, such as driving trucks, but other jobs often require intermittent driving, such as driving from one company location to another. One man pointed out that many illegal jobs require driver’s licenses. For example, drug dealers do not want their products transported by drivers who might have their cars seized and searched.
- One loses one’s ability to be a complete parent because one cannot take children to the doctor, school, and sports events.
- Relations with friends and family members become strained because one frequently asks for rides. One also feels obligated to pay for the rides by giving \$5 or \$10 for gasoline.

In addition to driving problems, there are other problems with not having a driver’s license. Mainly, one does not have a readily accepted form of identification. One man said he could not open a banking account without a license. Another said he could not get a hunting or fishing license.

Detailed Findings –Focus Groups

- **Driving Practices**

All of the focus group members said they continue to drive, but they did say they tend to drive less, ask friends for rides more often, and tend to drive more carefully. Some gave advice for driving without a license:

- Drive carefully.
- Drive only when necessary. Prioritize driving needs.
- Do not drink and drive.
- Use blinkers and slow down.
- Make sure all the lights work on the vehicle. Don't get stopped for a headlight that is burned out.
- Use streets that are not patrolled by the police very often.
- Put a Bible on the dashboard.
- Park behind the bar instead of in front. If necessary, park at a grocery store and walk to the bar.
- Do not drive sports cars or other “cop magnets.”
- Put a “Support Your Local Police” decal in the rear window. Do not put a “Led Zeppelin” decal in the window.
- Do not drive a car with limousine-tinted windows.
- Do not drive at night—especially after the bars close, when the police are on the lookout for drunk drivers.

If the police know who you are:

- Change cars and work shifts frequently.
- Park in a neighbor's garage and walk home.

Two men reported using disguises, including wigs, to avoid the police. One man said he parked his car far away and rode a bicycle to it, but the police followed him until he went through people's yards to evade them.

Detailed Findings –Focus Groups

- **Reasons for Not Applying for an Occupational License**

When asked why they had not applied for occupational licenses, most of the focus group members said they knew they were not eligible, usually because of multiple OWIs. However, some said they did not apply because they did not want to alert their insurance companies.

Others said the cost of the insurance and the hassle in finding an insurance company dissuaded them from trying to get an occupational license. One man said he did not have a job and had no need for an occupational license.

Other focus group participants said they did not know about occupational licenses for a long time. Some said they were locked up until they were ineligible. They said that even with the Huber system, they do not have enough time to apply for occupational licenses. They thought that they should be given more time than 60 – 90 days. One man in Milwaukee asked, “What’s so magical about 60 – 90 days to apply? Why not 120?”

Some of the participants in the group of people with occupational licenses said that they would not have bothered applying for a license if their suspensions had been shorter. They said they would risk being stopped by the police for three months.

- **Alternative Means of Transportation**

The focus group members said they often relied on family and friends to give them rides. However, they said that they had worn out their welcomes and were reluctant to keep asking. When asking for a ride, one has to work around the driver’s schedule. One also has to make arrangements far ahead of time. One Milwaukee man said:

“You can’t call five minutes before. You have to schedule everything.”

Some said they had tried public transportation, but were not pleased with it. They said that travel on buses is slow and unpleasant, especially when one has to transfer. Grocery shopping is especially difficult on a bus. Workers with tools cannot carry them on a bus.

Some expressed disgust with other bus passengers and one man said he was afraid to ride the bus because of dangerous passengers. They also complained about bus drivers:

“Bus drivers are nuts too. Bus drivers don’t wait for you even though they see you waving or running. And at the end of a [driver’s] run, they’re gone. They’re not stopping.” (Milwaukee)

A woman said it is difficult to ride the bus when one is going to school and holding a job. She said she had sometimes missed a bus by a minute or less and then been forced to wait 40 minutes for another bus.

People in rural and suburban areas said that there is no bus transportation where they live. Taxis are too expensive to use often. One man from a Milwaukee suburb said he was told to wait for a taxi with a five-hour window.

Detailed Findings –Focus Groups

- **Being “Marked” as a Traffic Offender**

Several focus group members from rural areas said that once a person is stopped for a traffic offense, that person is “marked” and the police hunt for reasons to stop that person again. Some said the police know their cars by sight and follow them to find violations.

Some said that one motivation for such vigilance was the desire to raise money from traffic violations for the municipalities. They said that some small towns want the police to stop more drivers because they lack other revenue sources. Some said the police work on commission, so they want to stop drivers to increase their incomes. Some said the police need to fill quotas of traffic offenders, but some focus group members disagreed.

Although this point was made more forcefully in Madison, where there were more people from rural areas, some in Milwaukee also mentioned it. One man in Milwaukee said he has worn a disguise so the police would not recognize him, and another said he changed cars so the police would not recognize his car.

- **The Downward Spiral**

Although most focus group members said they had lost their licenses for OWI, some said they had committed lesser infractions and had their licenses suspended; after that, their main violation was driving after suspension or revocation. One woman said she had rolled through a stop sign and then had been caught driving six miles over the speed limit. She lost her license and then was stopped for driving after suspension. Whatever the original reason for losing the license, driving after suspension or revocation seemed to be the main offense that was reported as the reason for continuing to not have regular driver’s licenses.

A man in Milwaukee said:

“You get caught in that cycle, operating after suspension and then operating after revocation. You end up in jail for trying to make a living....How can you pay that stuff [the fines] if you can’t go to work?”

Some said that they were stopped for driving after suspension when they did not know their licenses had been suspended. One woman said she had moved and did not receive a letter informing her of her license suspension. A man said he had received his letter two days after he was stopped. One man was indignant because, he said, he had cleared up all his violations but then had had his license re-suspended because somebody had found a five-year-old violation.

Some younger focus group members said they had been unaware that points are doubled for drivers with probationary licenses. They thought it was unfair that they had lost their licenses, and got into the OAS/OAR spiral, when older drivers would have been allowed to continue driving.

Detailed Findings –Focus Groups

- **Opinions of the Police**

Not surprisingly, most of the focus group members tended to have negative views of the police. Their biggest complaint was that the police are arbitrary, enforcing laws differently to different people. One young man in Madison said the police stopped him and his friends at a party. They told everybody to go back to their cars in a parking lot. Then the police gave OWI tickets to some people but did not even test others. Another man in Milwaukee said he was arrested for OWI while mowing his yard; he said a neighbor had called the police and falsely reported that he had been driving drunk.

Some Milwaukee respondents said that the police are arbitrary in giving tickets and points. They compared their driving offenses and noted that they had received differing numbers of points for the same offenses. One woman said she was stopped for speeding (she was guilty of speeding) but then the officer gave her two tickets for drunk driving as well as the speeding ticket—without ever giving her a sobriety test. She could not understand why she got two tickets for the same offense; she said the two tickets had slightly different wording but both concerned drunk driving. (She also said she later hired a lawyer who got one of the tickets dismissed.)

- **Opinions of the Department of Transportation and the Court System**

The focus group members' opinions of the Department of Transportation were also negative. They said DOT personnel gave them incorrect answers or could not answer their questions. They said they were on hold for long periods on the telephone. Some said there is a \$5 counter fee for asking questions at a counter, even if the clerk does not know the answer.

One complaint is that nobody in the Department of Transportation or Division of Motor Vehicles cares about them as individuals. One man said:

“They don’t care if you have a license. They don’t care about your problems. They don’t give it the attention it needs.” (Madison)

The focus group participants also complained that the court system is too slow. They said the court system:

- Is slow in informing them of the fine amount.
- Loses tickets and then finds them again. One man said he had cleared up all his offenses and had a regular license again, but then the court system found a five-year-old ticket, and his license was suspended again. (Another man said that one needs to keep tickets and receipts for five years to guard against court system errors.)
- Is slow informing them that their licenses have been suspended. One man said he got a letter informing him that his license was suspended two days after he was stopped and charged with driving after suspension.
- Does not inform offenders that they might get occupational licenses (although some focus group members said the courts did inform them).

Detailed Findings –Focus Groups

However, some focus group members also told stories of how they were helped by the courts:

“If you go to court, they will reduce your points.” (Madison)

“The judge kicked it down from six to two tickets, and down from \$1,200 to \$90 because the cop kept harassing me.”(Milwaukee)

“The judge made me take classes for drug and alcohol abuse, and if I go, I can have my license back.” (Milwaukee)

• **Suggestions for Improvement**

The focus group members were asked to suggest improvements in the occupational licensing system. The main suggestion involved making penalties less severe. They said that if they had paid their fines and served their jail time, they should not then be forced to forfeit their licenses. A man in Milwaukee said:

“It seems punitive when you haven’t caused bodily harm or property damage. They have served their time, paid their fine, and the state is now denying them an occupation.”

They also said that if the license must be taken, the state should tend to offer an occupational license rather than not offer it. One person said that if an offender needs an occupational license and the state will not give one to him, the state should give the offender money to make up for the lost income:

“As long as what you did wasn’t real terrible, they should err on the side of an occupational license instead of denying it.” (Milwaukee)

“The system is supposed to help you. If someone has a family and a job, he should be able to get an occupational license. [If not,] the state should be giving him money then.” (Madison)

Four suggestions involved changes in the laws:

- Do not suspend or revoke licenses for offenses in which nobody is hurt.
- Get rid of the rule that revokes a license for two tickets.
- Do not suspend or revoke licenses for “little” things such as failure to pay child support.
- Make occupational licenses easier to obtain.

Other suggestions involved changes in DOT practices or attitudes:

- Look at people as individuals, including the background of each case. One person said:

“Look at the whole picture of the individual instead of making one set law for everyone.” (Madison)
- Employ people who care.
- Employ people who speak English.
- There should be shorter lines in the license branches.

DETAILED FINDINGS

MAIL SURVEYS

Detailed Findings – Mail Surveys

Background

A total of 407 Wisconsin adults were surveyed by mail during August and September 2002. A total of 364 respondents held occupational licenses, while the other 43 had been denied occupational licenses. In addition, questionnaires were sent to drivers who had their driver's licenses suspended or revoked, but had never applied for occupational licenses; however, only a few (10) of these drivers returned their questionnaires and are not included in this analysis.

Although only two of the three surveys are included here, it is worthwhile to examine the responses for all three. The table below shows the numbers of questionnaires mailed, returned as undeliverable by the Postal Service, and returned by the respondents.

One will notice that 80% of the questionnaires mailed to drivers who did not apply for occupational licenses were returned by the Postal Service. This compares to 2% of the occupational license holders and 5% of the drivers who applied but were denied occupational licenses.

Although the response rate among the 31 drivers in the “did not apply” population was relatively high (32%), a total sample of 10 respondents is simply not enough for meaningful analysis.

The large proportion of “undeliverable” questionnaires for the respondents who did not apply for occupational licenses indicates that this population is very mobile and unsettled. Although we cannot determine the reasons for their frequent moves with the evidence here, the high “undeliverable” rate suggests that one possible reason the drivers in this group did not apply for occupational licenses was that they moved too frequently to establish community roots or stable jobs.¹

Responses to the Mail Surveys						
Type of Respondent	Number Mailed	Number Un-deliverable	Percent Un-deliverable	Number Delivered	Number Returned	Response Rate
Occupational License Holders	1,968	33	2%	1,935	364	19%
Denied Occupational Licenses	177	8	5%	169	43	25%
Did not Apply	155	124	80%	31	10	32%

¹ This hypothesis is only speculation since we cannot contact the people who moved to ask them why they did not apply for occupational licenses. This reason for not applying did not arise in the focus group discussions because we included only people we could contact, people who had not moved recently.

Detailed Findings – Mail Surveys

Respondent Profile

Approximately two-thirds of the respondents were men.

Occupational license holders tended to be older than the “denied” respondents. Almost all of the respondents with valid occupational licenses were aged from 18 through 64, but about half were 30 through 49 years old (55%). On the other hand, the largest percentage of those who had been denied occupational licenses were less than 25 years old (54%).

The occupational license holders tended to be better educated than those who had been denied the licenses. Fifteen percent of the occupational license holders had at least a four-year college education, while none of the “denied” had this same level of education. In addition, over half of the “denied” respondents (53%) had high school educations or less, compared to 42% of the occupational license holders.

Respondent Profile		
<i>Demographics</i>	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	<i>364</i>	<i>43</i>
Gender		
Male	67%	72%
Female	33%	28%
Age		
Less than 18	1%	7%
18 – 24	21%	47%
25 – 29	10%	7%
30 – 39	29%	9%
40 – 49	26%	26%
50 – 64	12%	5%
65 or more	1%	--
Education		
Less than high school	6%	9%
High school graduate or GED	36%	44%
Some college (no degree)	24%	33%
Two-year degree/tech school graduate	15%	9%
Four year college degree	12%	--
Advanced degree	3%	--
Not answered	5%	5%
Source: Data Tables 47 – 49		

Detailed Findings – Mail Surveys

License Suspensions and Revocations

Although all of the survey respondents had their regular driver's licenses suspended or revoked, some said their licenses had not been suspended or revoked in the past year.

Although the “denied” respondents tend to be younger than the occupational license holders, they have had their licenses suspended or revoked more times. For example, 45% of occupational license holders had their licenses suspended or revoked only once, compared to only 12% of the “denied” respondents. At the other end of the scale, 45% of the “denied” respondents had their licenses suspended or revoked three or more times, compared to 31% of the occupational license holders.

Have you had your Wisconsin driver's license suspended or revoked in the past year?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	<i>364</i>	<i>43</i>
Yes	85%	88%
No	15%	9%
Not answered	*	2%
In total, how many times have you ever had your Wisconsin driver's license suspended or revoked?		
<i>Number of Times</i>	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	<i>364</i>	<i>43</i>
Once	45%	12%
Two times	23%	42%
Three times	17%	33%
Four or more times	14%	12%
Not answered	1%	2%
* Less than .5%.		
Source: Data Tables 4 – 5		

Detailed Findings – Mail Surveys

Reactions to Losing Driver's Licenses

Almost all (98%) of the respondents said they had either driven with occupational licenses or had not had any licenses during the past year (358 of 364 occupational license holders and 42 of 43 respondents who had been denied occupational licenses). These respondents were asked a series of questions about their opinions on “life without a license” and their behaviors during the period without regular Wisconsin drivers licenses.

First, both sets of respondents were asked how they felt when they lost their licenses. While the answers of the two groups of respondents tended to be similar, there were some clear differences, which are consistent with the focus group findings. Occupational license holders are more likely to be “embarrassed” (60% v. 29%) or “guilty” (39% v. 29%), but they were less likely to feel “unlucky” (32% v. 45%) or think that they had been treated unfairly (20% v. 36%). These differences are consistent with the focus group finding that occupational license holders were more likely to take responsibility for their actions while “denieds” were not.

Another difference is that those who had been denied occupational licenses were more concerned about getting to work (14% of them v. less than 1% of the occupational license holders). (This response was not included in the questionnaire but was added by respondents.)

When your driver's license was suspended or revoked, how did you feel?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
I was embarrassed	60%	29%
I felt guilty	39%	29%
I felt unlucky	32%	45%
I felt I was treated unfairly; I should not have lost my license	20%	36%
I did not care; it was not a big deal	4%	--
Offense did not justify loss	2%	--
Angry	1%	7%
Felt I deserved it	1%	5%
Ashamed	1%	--
Frustrated	1%	--
Inconvenienced	1%	2%
Need to get to work	*	14%
All others	3%	2%
Not answered	1%	--
* Less than .5%.		
Source: Data Table 8		

Detailed Findings – Mail Surveys

Occupational License Holders’ Reactions to Losing Driver’s Licenses (By Age)

The table below shows the reactions of occupational license holders to losing their regular licenses. Although the answers are similar for all four age groups, there are some differences. Overall, the younger respondents seem more likely to feel they were unlucky or they were treated unfairly. Older respondents, especially those age 50 and over, were more likely to feel embarrassed or guilty.

When your driver’s license was suspended or revoked, how did you feel? (By Age)					
	<i>All Valid OL</i>	<i>Age</i>			
		<i>< 30</i>	<i>30 – 39</i>	<i>40 - 49</i>	<i>50 +</i>
<i>N=</i>	<i>358</i>	<i>114</i>	<i>105</i>	<i>95</i>	<i>43</i>
I was embarrassed	60%	53%	64%	60%	70%
I felt guilty	39%	33%	35%	39%	65%
I felt unlucky	32%	37%	34%	22%	33%
I felt I was treated unfairly; I should not have lost my license	20%	28%	18%	18%	12%
I did not care; it was not a big deal	4%	6%	4%	3%	--
Offense did not justify loss	2%	1%	3%	2%	2%
Angry	1%	1%	1%	1%	--
Felt I deserved it	1%	--	--	4%	--
Ashamed	1%	3%	--	1%	--
Frustrated	1%	1%	1%	1%	--
Inconvenienced	1%	--	1%	--	2%
Need to get to work	*	--	--	1%	--
All others	3%	7%	2%	2%	--
Not answered	1%	--	1%	2%	--
A shaded cell indicates that it is statistically larger than one or more other cells in the row ($p < .05$).					
* Less than .5%.					
Source: Data Table 8					

Detailed Findings – Mail Surveys

Current License Status and Time Without Licenses

Almost all of the respondents in the Occupational License sample were still driving with occupational licenses at the time of the survey (89%), and the majority of those who had been denied still did not have licenses when the survey was conducted (76%).

However, there were some changes; the largest change was that 19% of those who had been denied occupational licenses had regular licenses and 5% had occupational licenses when the survey was conducted. Interestingly, 3% of those holding occupational licenses at the time the sample was drawn did not have any licenses when the survey was conducted approximately one month later.

A large majority of the occupational license holders had their licenses for 4 – 6 months (46%) or longer than six months (37%). Most of the “denied” respondents were without licenses for more than six months (62%). Interestingly, 83% of each group was without a regular license for 4 months or more.

Current License Status		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Occupational License	89%	5%
Regular Driver’s License	8%	19%
No license	3%	76%
Amount of Time with Occupational License in Past Year (OL Holders) Amount of Time without a License in the Past Year (Denied)		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Less than one month	--	--
About 1 month	1%	2%
About 2 months	4%	2%
About 3 months	12%	12%
About 4-6 months	46%	21%
Longer than 6 months	37%	62%
Source: Data Tables 10, 11, 33, 34		

Detailed Findings – Mail Surveys

Applying for Occupational Licenses (Denied Respondents)

The respondents who had been denied occupational licenses were asked if they had applied for them. If they had not applied, they were asked why they had not.

Three-fourths (76%) had applied for occupational licenses and had been turned down. Another 14% said they had received occupational licenses. Only 7% (three respondents) said they had not applied for the licenses.

Two of these three respondents said the reason they had not applied was that they knew they were not eligible. One person said the car insurance was too expensive.

Have you applied for an Occupational License in the past year? (“Denied” OL applicants only)	
	<i>Denied</i>
<i>N=</i>	42
Yes, and received one	14%
Yes, but was denied one	76%
No, did not apply for one	7%
Not answered	2%
Why did you not apply for an Occupational License? (“Denied” OL applicants who did not apply for an OL only)	
<i>N=</i>	3
I knew I wasn’t eligible	67%
The car insurance was too expensive	33%
Source: Data Tables 28 – 29	

Detailed Findings – Mail Surveys

Where Respondents First Learned about Occupational Licenses

In general, respondents most often learned about the occupational license program from legal professionals, either lawyers or judges. The largest percentage of occupational license holders (30%) and those who had been denied licenses (38%) first learned of occupational licenses from lawyers. Other respondents first learned from the Division of Motor Vehicles, forms and pamphlets, police officers, and WisDOT.

How did you first learn about Occupational Licenses?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
A lawyer told me	30%	38%
A judge told me	26%	31%
The DMV	24%	29%
It was in a form or pamphlet	18%	12%
A police officer told me	18%	10%
The Department of Transportation (WisDOT)	14%	12%
Friend / Co-worker	8%	19%
Family	3%	10%
Previous experience of others	2%	--
Other contacts – unspecified	2%	5%
Self research / Knew about it	2%	2%
Counselor / therapist	1%	--
Insurance company	*	2%
All others	1%	2%
Don't know / Not answered	1%	--
* Less than .5%.		
Source: Data Tables 12, 31		

Detailed Findings – Mail Surveys

Opinions of Occupational License Processes

Occupational license holders were asked what they thought about the processes of obtaining occupational licenses and SR-22s. Overall, the process of obtaining an occupational license seems to be neither easy nor difficult. Over one-third (36%) said the process was “neither easy nor difficult,” while 24% said it was “easy” and 23% said it was “difficult.” Only a few said it was “very easy” (10%) or “very difficult” (7%).

The process of obtaining an SR-22 seems to be much easier. Over half of the respondents said it was either “very easy” (17%) or “easy” (39%). Only a few said it was “difficult” (13%) or “very difficult” (3%).

What did you think about the process of obtaining an Occupational License? (Occupational License holders only)	
	<i>Valid OL</i>
<i>N=</i>	358
Very easy	10%
Easy	24%
Neither easy nor difficult	36%
Difficult	23%
Very difficult	7%
Not answered	1%
What did you think of the process of getting an SR-22 for your auto insurance? (Occupational license holders only)	
<i>N=</i>	358
Very easy	17%
Easy	39%
Neither easy nor difficult	27%
Difficult	13%
Very difficult	3%
Not answered	1%
Source: Data Tables 7V – 8V	

Detailed Findings – Mail Surveys

How Respondents without Licenses Got Around

Respondents who had been denied occupational licenses were asked how they “got around” when they did not have any licenses.

The most popular ways of getting around were getting rides from friends (76%) and family members (69%). A little over half (52%) said they drove anyway, and the same proportion said they walked or rode bicycles.

Only about one in five (21%) said they took public transportation.

Thinking only about the time when you DID NOT have any kind of driver’s license, what were the main ways you got around? (“Denied” OL applicants only)	
	<i>Denied</i>
<i>N=</i>	42
I got rides from friends	76%
I got rides from family members	69%
I drove anyway	52%
I walked or rode a bike	52%
I took public transportation	21%
All others	7%
Source: Data Table 35	

Detailed Findings – Mail Surveys

Helpfulness of Family Members and Friends

All respondents were asked how helpful their family members and friends had been in giving them rides. Generally, they were helpful. Nearly half of the respondents said their family members (48%) and friends (49% and 48%) had been “very helpful.” The “denied” respondents seem to experience more resentment when asking for rides from their family and friends than the occupational license holders did. This may be due to the fact that “denied” respondents may have asked for assistance more often; over 20% of the occupational license holders said they did not ask for rides, compared to only 7% of the “denied” respondents.

How helpful have family members been in giving you rides?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Very helpful	48%	48%
Helpful but resentful	12%	33%
Not very helpful	9%	5%
Not at all helpful	6%	7%
I didn't ask my family for rides	23%	7%
Not answered	3%	--
How helpful have friends been in giving you rides?		
<i>N=</i>	358	42
Very helpful	49%	48%
Helpful but resentful	10%	19%
Not very helpful	12%	14%
Not at all helpful	6%	10%
I didn't ask my friends for rides	22%	7%
Not answered	1%	2%
Source: Data Tables 16, 17, 37, 38		

Detailed Findings – Mail Surveys

Use of Public Transportation

All survey respondents were asked how often they use public transportation. In general, neither occupational license holders nor “denied” respondents seem to have used it often. Specifically, most of the occupational license holders (72%) and those denied occupational licenses (60%) said they never used public transportation.

However, those denied an occupational license seem to use it slightly more. This may not be surprising in that it is legal for occupational license holders to drive. Only 13% of the occupational license holders compared to 27% of the “denied” said they used public transportation very often, often, or occasionally.

How often did you use public transportation to get where you needed to go?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Very often	2%	5%
Often	4%	10%
Occasionally	7%	12%
Rarely	14%	12%
Never	72%	60%
Not answered	1%	2%
Source: Data Tables 11V, 12D		

Detailed Findings – Mail Surveys

How Life Has Been Different

All survey respondents were asked how their lives had been different with occupational licenses, or no licenses at all, compared to when they had regular driver's licenses. Not surprisingly, those who had been denied occupational licenses indicated their lives were worse. Half (50%) said their lives were "much more difficult" and 45% said their lives were "more difficult."

Respondents with occupational licenses indicated less difficult lives. Only 29% said their lives were "much more difficult," and 49% said their lives were "more difficult." About one-fifth (22%) of the occupational license holders said their lives were "about the same," compared to only 5% of the "denieds" who felt this way.

Overall, has your life been different with an Occupational License [without a license] compared to when you had a regular driver's license?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N</i> =	358	42
No, my life is about the same overall	22%	5%
Yes, my life is more difficult overall	49%	45%
Yes, my life is much more difficult overall	29%	50%
Not answered	1%	--
Source: Data Tables 19, 40		

Detailed Findings – Mail Surveys

Effects of Occupational Licenses (or No Licenses) on Lives

Respondents were asked to explain, using their own words, how having occupational licenses (or no licenses) had affected their lives.

The most common answers for occupational license holders were that the hours are too restrictive (24%), that the licenses are inconvenient or offer too little freedom (13%), and that they had little or no social life (9%). Interestingly, 7% said the occupational licenses had helped them or that they had learned their lesson. Rarely did any occupational license holders mention the impacts on their jobs.

The most common responses among those who had been denied occupational license were that they had to depend on others (26%) and that the areas they could travel were restricted (21%). Many indicated that the lack of licenses affects their employment. Fourteen percent said they had lost their jobs, 14% said it was hard to get to work, and 10% said it was hard to get jobs. Interestingly, 14% said they still drove.

In your own words, please describe how having an Occupational License [not having a driver's license] has affected your life.		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Hours are too restrictive	24%	--
Inconvenient / Little or no freedom	13%	--
Little / No social life	9%	7%
Helped / I learned my lesson	7%	--
Inconvenient to family	7%	--
Can drive / Can work	6%	--
Have to depend on others	6%	26%
Have to plan schedule more	5%	--
It is costly (fees, fines, etc.)	5%	--
No effect	5%	--
Keep aware of hours I can drive	5%	--
Difficult – unspecified	4%	--
Makes it difficult to get/keep a job	4%	--
Restricts the area I can travel	3%	21%
Lost job	--	14%
Hard to get to work	--	14%
I still drive	--	14%
Hard to get a job	--	10%
Can't visit family	--	5%
Hard to get to school	--	5%
Can't support family	--	5%
Note: Only responses given by 10 or more Occupational License holders or 2 respondents who had been denied Occupational Licenses are included in this table.		
Source: Data Tables 20, 41		

Detailed Findings – Mail Surveys

Effects of Occupational Licenses (or No Licenses) on Jobs

Similar to the findings of how occupational licenses/no licenses affected lives, over two-thirds (70%) of the occupational license holders said that having occupational licenses did not affect their jobs while only 48% of those who were denied occupational licenses said the same thing. The difference between the two groups seems to indicate that the occupational licenses have been effective in helping offenders keep their jobs.

Sixteen percent of occupational license holders said they had lost their jobs and that having occupational licenses made it difficult to find new jobs. More “denied” respondents (29%) indicated the same thing.

Almost half of the respondents (42% of license holders and 45% of “denied” respondents) said they drove as part of their jobs.²

How has having an Occupational License [not having a driver’s license] affected your job?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
It hasn’t. I have the same job	70%	48%
I have the same job but my duties have changed	10%	19%
I lost my job but got another job easily	2%	5%
I lost my job and having an Occupational License [not having a driver’s license] made it difficult to find a new job.	16%	29%
Not answered	2%	--
Do you drive as part of your job?		
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Yes	42%	45%
No	52%	50%
I don’t have a job	5%	5%
Not answered	2%	--
Source: Data Tables 21, 22, 42, 43		

² The proportion of respondents indicating they drove as part of their jobs may be too high. Some respondents may have interpreted the question to include driving to and from their jobs.

Detailed Findings – Mail Surveys

Driving Illegally

All survey respondents were asked if they drove illegally. Occupational license holders were asked how often they drove outside their legal hours, and the “denied” were asked how often they drove when they did not have licenses.³

About half (54% of occupational license holders and 46% of the “denied”) said they never drove illegally or drove illegally only in emergencies. On the other hand, 18% of occupational license holders and 31% of the “denied” said they drove illegally “every day” or “almost every day.” More frequent illegal driving on the part of the “denied” is consistent with the focus group findings.

Most of those who drive illegally reported that they drove more carefully.

How often do you drive outside the hours for your Occupational License [without a license]?		
	<i>Type of Respondent</i>	
	<i>Valid OL</i>	<i>Denied</i>
<i>N=</i>	358	42
Every day	7%	17%
Almost every day	11%	14%
3 to 4 times a week	6%	10%
1 to 2 times a week	10%	2%
3 to 4 times a month	5%	5%
1 to 2 times a month	6%	2%
Only in emergencies	25%	17%
Never	29%	29%
Not answered	2%	5%
If you drive outside the hours of your Occupational License, [without a license,] do you drive more carefully than usual?		
<i>N=</i>	358	42
Yes, much more carefully	34%	38%
Yes, a little more carefully	13%	19%
No, I drive about the same	20%	14%
I never drive outside my hours [without a license]	30%	29%
Not answered	3%	--
Source: Data Tables 23, 24, 44, 45		

³ The main reason we used a mail survey instead of a more typical telephone survey was to lead respondents to report accurately on illegal activities. All responses are anonymous on the mail survey. Although we cannot know for sure, it seems that the respondents have answered honestly.

Detailed Findings – Mail Surveys

Driving Outside Occupational License Hours (By Age)

The following table shows that older occupational license holders were less likely to say they drove outside their hours “every day” or “almost every day.” For example, 9% of the oldest respondents said they drove outside their hours “every day” or “almost every day,” compared to 23% of the youngest respondents. Older respondents were also more likely to say they “never” drove outside their hours (44% of the oldest respondents v. 17% of the youngest).

How often do you drive outside the hours for your Occupational License? (By Age)					
	<i>All Valid OL</i>	<i>Age</i>			
		<i>< 30</i>	<i>30 – 39</i>	<i>40 - 49</i>	<i>50 +</i>
<i>N=</i>	<i>358</i>	<i>114</i>	<i>105</i>	<i>95</i>	<i>43</i>
Every day	7%	8%	8%	6%	2%
Almost every day	11%	15%	11%	8%	7%
3 to 4 times a week	6%	8%	3%	6%	5%
1 to 2 times a week	10%	14%	10%	7%	7%
3 to 4 times a month	5%	4%	6%	4%	5%
1 to 2 times a month	6%	6%	7%	6%	2%
Only in emergencies	25%	26%	25%	22%	26%
Never	29%	17%	31%	37%	44%
Not answered	2%	2%	1%	2%	2%
A shaded cell indicates that it is statistically larger than one or more other cells in the row ($p < .05$).					
Source: Data Table 23					

Detailed Findings – Mail Surveys

Types of Homemaker Duties

Respondents with occupational licenses were asked how they used the “homemaker duties” on the licenses. (A total of 326 respondents said their occupational licenses included homemaker duties.)

The most common homemaker duty, by far, was grocery shopping (92% of the respondents). Over one-fourth (31%) said they took their children to sports or hobbies, and nearly the same proportion (30%) said they took their children to school.

Many respondents (39%) said they used their homemaker duties for “social reasons such as movies or restaurants,” and 27% said they used them for “vacations or out-of-town trips.”

If your Occupational License includes homemaker duties, what do you do? (Occupational License holders only)	
	<i>Valid OL</i>
<i>N=</i>	326
Grocery shopping	92%
Social reasons such as movies or restaurants	39%
Taking my kids to sports or hobbies	31%
Taking my kids to school	30%
Vacations or out-of-town trips	27%
Family care / Errands	6%
General shopping / Errands	4%
Church	3%
Doctor appointments	3%
Note: Only activities mentioned by 3% or more respondents are included in this table.	
Source: Data Table 25	

Detailed Findings – Mail Surveys

Suggestions for Improvement

Occupational license holders were asked for suggestions, in their own words, for improving the occupational licensing program, and “denied” respondents were asked about improving Wisconsin’s laws about suspending and revoking driver’s licenses.

Most respondents made suggestions. For ease of reading, only suggestions made by five or more occupational license holders are included in the first part of this table. The most common answers by occupational license holders were making the hours more flexible (25%) and not charging for changing hours (8%). These suggestions were also made several times in the focus groups.

The two most popular suggestions by respondents who had been denied occupational licenses were to give everybody occupational licenses (41%) and to treat each case individually (31%). Although nobody in the focus groups suggested giving occupational licenses to everybody, many focus group participants said that each case should be considered individually instead of refusing licenses solely on the basis of objective written criteria.

What suggestions do you have, if any, for changing the Wisconsin Occupational Driver’s Licensing Program?*		
	<i>Valid OL</i>	
<i>N=</i>	358	
Hours need to be more flexible	25%	
Shouldn’t charge to change hours / too expensive	8%	
Allow hours for family errands	4%	
Less wait time to receive occupational license	4%	
No limits/restrictions on license	3%	
Make process of changing hours easier	2%	
Treat each case individually / Punish by offense	2%	
Allow hours for emergencies	2%	
DOT staff needs to be more organized	2%	
Be more lenient	2%	
Make punishment harsher / more strict	2%	
Make it easier to obtain occupational license	1%	
Shorten restriction period	1%	
None	18%	
Don’t Know	22%	
What suggestions do you have, if any, for changing Wisconsin’s laws about suspending and revoking driver’s licenses?***		
		<i>Denied</i>
<i>N=</i>		42
All should get occupational license		41%
Treat each case individually		31%
Shorter waiting periods		7%
Provide safe driving class		5%
None		5%
*Only suggestions mentioned by 5 Occupational License holders are included in this table.		
Source: Data Tables 27, 46		

DETAILED FINDINGS

DATABASE ANALYSIS

Detailed Findings –Database Analysis

Background

The Dieringer Research Group, Inc. examined six databases provided by the Wisconsin Department of Transportation. In this analysis, The DRG developed profiles of occupational license holders and compared these profiles to all drivers with Wisconsin driver's licenses.

Demographic Characteristics of Occupational License Holders

Gender

The following table shows that occupational license holders tend to be men. While only 50% of the drivers in Wisconsin are men, 79% of the occupational license holders are men.

This table, like many subsequent tables in this report, uses index numbers. The index in each row shows how occupational license holders are different from all Wisconsin drivers. An index number over 100 indicates that occupational license holders are more likely to have this characteristic, while an index number under 100 indicates they are less likely. The index is the percentage of each group among occupational licenses holders divided by that group's percentage of all Wisconsin drivers, with the result multiplied by 100. For example, if Group X represented 30% of occupational license holders and 20% of all Wisconsin drivers, Group X's index would be 150. (Mathematically: $30/20 = 1.5 * 100 = 150$)⁴

The index numbers in this table show that men, with an index of 158 are 58% more likely to be occupational license holders than the typical Wisconsin driver. They also show that women, with an index number of 42, are only 42% as likely (or 58% less likely) as all Wisconsin drivers to have occupational licenses.

Indexes by Gender All Drivers			
Age	Percent in Each Age Group		Index
	Occ. Licenses	All Types of Drivers	
N =	11,087	3,727,194	
Men	79%	50%	158
Women	21%	50%	42

⁴ In many tables in this report, index numbers seem more precise than the table entries might indicate; this is because the table entries are rounded to the nearest whole number, while the index calculations use percents rounded to 30 decimal places. For example one may see two percents of 30 and 20, with an index of 153. The reason that the index is not the expected value of 150 is that both the 30 and the 20 have been rounded for the table, but non-rounded percents are used in the calculations. The "30" may really be, say, "30.124578..." while the "20" may really be "19.654897..."

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Age

Young drivers are much more likely than older drivers to have occupational licenses; those under age 30, with indexes of 152, 162, and 159, are at least 50% more likely than all drivers to have occupational licenses. Drivers aged 50 or more, with indexes of 54 and 10, are much less likely than all drivers to have occupational licenses.

Indexes by Age All Drivers			
<i>Age</i>	<i>Percent in Each Age Group</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	<i>11,087</i>	<i>3,727,194</i>	
16 – 20	11%	7%	152
21 – 24	11%	7%	162
25 – 29	13%	85%	159
30 – 34	12%	9%	133
35 – 39	14%	10%	139
40 – 44	15%	11%	137
45 – 49	11%	11%	103
50 – 64	12%	22%	54
65 +	2%	15%	10

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Gender by Age

Occupational license holders are more than twice as likely as all Wisconsin drivers to be young men. For example, while only 11% of all Wisconsin drivers are men less than 30 years old, 27% of occupational license holders are. At the other end of the scale, whereas 24% of all Wisconsin drivers are women aged 45 or more, fewer than 4.5% of the occupational license holders are.

The table clearly shows that men of all ages are more likely to be occupational license holders than women in the same age groups. In fact, women of every age group—including the group aged 16 - 20 years old, which has the highest female index of 88—have lower indexes than every male group except for the men aged 65 or more (male index = 20).

Indexes by Age Men and Women Percent of All Drivers			
<i>Age</i>	<i>Percent in Each Age Group</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	<i>11,087</i>	<i>3,727,194</i>	
Men			
16 – 20	8%	4%	217
21 – 24	9%	3%	255
25 – 29	10%	4%	260
30 – 34	10%	4%	214
35 – 39	10%	5%	210
40 – 44	12%	6%	210
45 – 49	9%	6%	161
50 – 64	10%	11%	90
65 +	1%	7%	20
Women			
16 – 20	3%	4%	88
21 – 24	2%	4%	71
25 – 29	2%	4%	56
30 – 34	2%	4%	51
35 – 39	3%	5%	67
40 – 44	4%	6%	65
45 – 49	2%	5%	44
50 – 64	2%	11%	17
65 +	*	8%	2
* Less than .5%			

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Men versus Women by Age

Young men are more likely to be occupational license holders than older men and younger women are more likely than older women.

For both men and women, those under age 45 are more likely to be occupational license holders than other drivers are (indexes of 119 or more). Drivers aged 45 – 49 are approximately just as likely (indexes of 102 and 103), and drivers aged 50 or more are less likely (indexes of 57 or less).

Indexes by Age Men Only Percent of Male Drivers			
Age	Percent in Each Age Group		Index
	Occ. Licenses	All Types of Drivers	
<i>N</i> =	8,722	1,854,289	
16 – 20	10%	7%	137
21 – 24	11%	7%	161
25 – 29	13%	8%	164
30 – 34	12%	9%	135
35 – 39	13%	10%	133
40 – 44	15%	11%	133
45 – 49	11%	11%	102
50 – 64	13%	22%	57
65 +	2%	15%	12

Indexes by Age Women Only Percent of Female Drivers			
Age	Percent in Each Age Group		Index
	Occ. Licenses	All Types of Drivers	
<i>N</i> =	2,365	1,872,905	
16 – 20	15%	7%	208
21 – 24	12%	7%	166
25 – 29	10%	8%	133
30 – 34	10%	9%	119
35 – 39	16%	10%	158
40 – 44	17%	11%	152
45 – 49	11%	10%	103
50 – 64	9%	22%	40
65 +	1%	16%	4

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County

The tables below show the incidence of occupational license holders and all Wisconsin drivers broken out by population of the counties. The counties are divided into three groups: 1) populations of 200,000 or more; 2) populations of 100,000 – 199,999; and 3) fewer than 100,000 people.*

The first table shows that the largest number of occupational license holders (46%) live in rural counties and that the largest number of all Wisconsin drivers (42%) also live in rural counties. While occupational license holders are somewhat more likely to live in rural counties than all drivers are, the difference is not large (index = 111).

Indexes by Size of County All Drivers			
<i>Size of County*</i>	<i>Percent in Each Size of County</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	11,087	3,727,194	
Large	31%	34%	89
Middle	23%	24%	97
Rural	46%	42%	111

The second table shows that men in all sizes of counties are more likely to be occupational license holders than women in all sizes of counties. The lowest index number for men is 143 and the highest for women is 48.

Indexes by Size of County Men and Women Percent of All Drivers			
<i>Size of County*</i>	<i>Percent in Size of County</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	11,087	3,727,194	
Men			
Large	24%	17%	143
Middle	18%	12%	155
Rural	36%	21%	172
Women			
Large	6%	17%	37
Middle	5%	12%	40
Rural	10%	21%	48

*"Large" counties have 200,000 or more people: Brown, Dane, Milwaukee, and Waukesha Counties. "Middle" counties have 100,000 – 199,999 people: Kenosha, La Crosse, Marathon, Outagamie, Racine, Rock, Sheboygan, Washington, and Winnebago Counties. "Rural" counties are the other 59 Wisconsin counties

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Men versus Women by Size of County

The two tables below show men and women separately. They show that for both men and women, occupational license holders are slightly more likely to live in rural counties. However, the differences between the highest and the lowest indexes are not great, which indicates that size of county is not highly correlated with the incidence of occupational licenses.

Indexes by Size of County Men Only Percent of Male Drivers			
<i>Size of County</i>	<i>Percent in Each Size of County</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	8,722	1,854,289	
Large	31%	34%	90
Middle	23%	24%	98
Rural	46%	42%	109

Indexes by Size of County Women Only Percent of Female Drivers			
<i>Size of County</i>	<i>Percent in Each Size of County</i>		<i>Index</i>
	<i>Occ. Licenses</i>	<i>All Types of Drivers</i>	
<i>N =</i>	2,365	1,872,905	
Large	30%	35%	88
Middle	23%	24%	94
Rural	47%	41%	114

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers

The following table shows the percentage of each age group of occupational license holders that live in each type of county. There is little difference between the age groups in that approximately the same percentage of each age group lives in each type of county.

County Type By Age All Respondents						
<i>Size of County</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21 -29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>11,087</i>	<i>1,191</i>	<i>2,663</i>	<i>2,838</i>	<i>2,904</i>	<i>1,317</i>
Large county	31%	25%	33%	31%	31%	31%
Middle county	23%	24%	25%	23%	22%	22%
Rural county	46%	51%	42%	46%	47%	48%

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers by Gender

The following two tables show that when men and women are analyzed separately, there are also no large differences in the percentages of each age group that live in each type of county.

County Type By Age Men Only						
<i>Size of County</i>	<i>Total Men</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>8,722</i>	<i>843</i>	<i>2,141</i>	<i>2,221</i>	<i>2,247</i>	<i>1,112</i>
Large county	31%	26%	33%	32%	30%	30%
Middle county	23%	24%	25%	23%	23%	23%
Rural county	46%	51%	43%	45%	48%	47%

County Type By Age Women Only						
<i>Size of County</i>	<i>Total Women</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>2,365</i>	<i>348</i>	<i>522</i>	<i>617</i>	<i>657</i>	<i>205</i>
Large county	30%	22%	34%	28%	33%	33%
Middle county	23%	25%	24%	23%	21%	18%
Rural county	47%	53%	42%	49%	46%	49%

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers by Gender (Men)

Tables on this page and the next page show the percent of occupational license holders by gender, county size, and age. They also show the percent of all drivers by the same categories of gender, county size, and age. The last column shows the index of each demographic classification. An index larger than 100 indicates that drivers with that row are more likely than all Wisconsin drivers to have occupational licenses. For example, the first row shows men in large counties who are 16 - 20 years old. Their index is 188, which indicates that they are 88% more likely than all Wisconsin drivers to have occupational licenses.

The two tables are divided into two pages simply to make them easier to read. All percentages are based on all occupational license holders and all Wisconsin drivers.

The table on this page shows that young men, regardless of the size of county are more likely to have occupational licenses. All of the indexes for men age 50 or over are less than 100, while all of the indexes of men under the age of 50 are over 160. The highest index for each type of county is for men aged 21 – 29 (index = 229).

Indexes by Age and Type of County (1) Men and Women Percent of All Drivers				
County	Age	Percent in Each Age Group		Index
		Occ. Licenses	All Types of Drivers	
N=		11,087	3,727,194	
Men Only				
Large	16 – 20	2%	1%	188
	21 – 29	6%	3%	229
	30 – 39	6%	3%	182
	40 – 49	6%	4%	163
	50 – 64	3%	4%	82
	65 +	*	2%	18
Middle	16 – 20	2%	1%	211
	21 – 29	5%	2%	265
	30 – 39	5%	2%	199
	40 – 49	5%	3%	172
	50 – 64	2%	3%	87
	65 +	*	2%	16
Rural	16 – 20	4%	2%	238
	21 – 29	8%	3%	280
	30 – 39	9%	4%	249
	40 – 49	10%	5%	214
	50 – 64	5%	5%	98
	65 +	1%	3%	22
* Less than .5%				

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers by Gender (Women)

The table on this page includes only women, but the percentages are based on all occupational license holders and all Wisconsin drivers. (This table should be read in conjunction with the one on the previous page.)

The index numbers show that with one small exception, all the index numbers for women are under 100. This means that all women in all sizes of counties of all ages are less likely than the average Wisconsin driver to have occupational licenses. The women 50 years of age or older are particularly unlikely to have occupational licenses; all of their indexes are 20 or lower.

The only index over 100 is for rural women 16-20 years of age; however, it is just 105, barely over 100.

Indexes by Age and Type of County (2) Men and Women Percent of All Drivers				
County	Age	Percent in Each Age Group		Index*
		Occ. Licenses	All Types of Drivers	
N=		11,087	3,727,194	
Women Only				
Large	16 - 20	1%	1%	67
	21 – 29	2%	3%	58
	30 – 39	2%	3%	45
	40 – 49	2%	4%	51
	50 – 64	1%	4%	16
	65 +	*	2%	1
Middle	16 - 20	1%	1%	88
	21 – 29	1%	2%	63
	30 – 39	1%	2%	55
	40 – 49	1%	3%	47
	50 – 64	*	3%	13
	65 +	*	2%	3
Rural	16 – 20	2%	2%	105
	21 – 29	2%	3%	69
	30 – 39	3%	4%	76
	40 – 49	3%	4%	62
	50 – 64	1%	5%	20
	65 +	*	4%	1
* Less than .5%				

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers by Gender: Men Only

The table on this page shows the same data as the tables on the previous two pages, except that all the percentages are based on men only. For example, the 2% entry for men in large counties for 16-20 years old means that of all the male occupational license holders, 2% live in large counties and are 16-20 years old.

This data on this table are consistent with the data on the previous table; young men, especially those aged 21-29 are more likely to have occupational licenses than other men.

Indexes by Age and Type of County Men Only Percent of Male Drivers				
County	Age	Percent in Each Age Group		Index
		Occ. Licenses	All Types of Drivers	
N=		8,722	1,854,289	
Large	16 – 20	2%	2%	119
	21 – 29	8%	6%	145
	30 – 39	8%	7%	115
	40 – 49	7%	7%	103
	50 – 64	4%	7%	52
	65 +	*	4%	11
Middle	16 – 20	2%	2%	134
	21 – 29	6%	4%	168
	30 – 39	6%	5%	126
	40 – 49	6%	5%	109
	50 – 64	3%	5%	55
	65 +	*	3%	10
Rural	16 - 20	5%	3%	151
	21 – 29	10%	6%	178
	30 – 39	11%	7%	158
	40 – 49	12%	9%	135
	50 – 64	6%	10%	62
	65 +	1%	7%	14
* Less than .5%				

Detailed Findings –Database Analysis

Demographic Characteristics of Occupational License Holders

Size of County and Age of Drivers by Gender: Women Only

The following table shows the percentage of women, in various county types and in various age groups, among female occupational license holders and all female drivers in Wisconsin. It shows that, among women, younger drivers are more likely to have occupational licenses. For women, drivers aged 16-20 are the most likely to have occupational licenses.

All women under 50 are more likely to have occupational licenses than women 50 or over.

Indexes by Age and Type of County Women Only Percent of Female Drivers				
County	Age	Percent in Each Age Group		Index
		Occ. Licenses	All Types of Drivers	
N=		2,365	1,872,905	
Large	16 – 20	3%	2%	156
	21 – 29	8%	6%	136
	30 – 39	7%	7%	106
	40 – 49	9%	8%	121
	50 – 64	3%	8%	38
	65 +	*	5%	3
Middle	16 – 20	4%	2%	206
	21 – 29	5%	4%	149
	30 – 39	6%	5%	130
	40 – 49	6%	5%	110
	50 – 64	2%	5%	30
	65 +	*	4%	7
Rural	16 – 20	8%	3%	246
	21 – 29	9%	6%	161
	30 – 39	13%	7%	179
	40 – 49	13%	9%	145
	50 – 64	4%	9%	46
	65 +	*	7%	3
* Less than .5%				

Detailed Findings –Database Analysis

Uses of Occupational Licenses

All Respondents by Age

Over nine of ten occupational license holders use their licenses for work. Except for the youngest group, nearly as many use their licenses for homemaker duties. Only 72% of those aged 16-20 have homemaker duties listed on their occupational licenses.

The two youngest groups are much more likely to use their licenses for school—59% of those aged 16-20 and 16% of those aged 21-29 list student duties. Only a few of the other occupational license holders list school.

About half (49%) of all the occupational license holders listed church; older license holders were somewhat more likely to include church or other religious attendance.

Around 20% (15% - 23%) of those aged 21 or older included the Driver Safety Plan.

On the average, occupational license holders listed nearly three uses on their licenses; the overall average was 2.67 uses.

Occupational License Uses By Age All Respondents						
<i>Uses</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	4,622	815	1,229	992	1,040	481
Work	94%	94%	96%	95%	94%	90%
Homemaker	84%	72%	83%	89%	89%	86%
Church	49%	40%	42%	51%	57%	58%
Student	20%	59%	16%	7%	6%	4%
Driver Safety Plan	17%	7%	15%	20%	21%	23%
Emergency Service Provider	1%	*	--	2%	2%	1%
24-Hour Comm. Operation	2%	*	1%	4%	4%	2%
Average Number of Uses	2.67	2.72	2.59	2.67	2.72	2.66
* Less than .5%.						

Detailed Findings –Database Analysis

Uses of Occupational Licenses

Men versus Women by Age

The two following tables show that there is not much difference between how men and women use their occupational licenses. Over 90% of each gender use their licenses for work. On the other hand, women are slightly more likely to use their licenses for homemaker duties, church, and school. However, the overall patterns are similar for both men and women: the most common uses for all age groups are work and homemaker duties. For young drivers, student duties are also important.

Occupational License Uses By Age Men Only						
Uses	Total Men	Age				
		16-20	21-29	30-39	40-49	50-64
<i>N</i> =	3,482	568	952	740	766	398
Work	94%	93%	96%	96%	95%	90%
Homemaker	82%	69%	81%	86%	87%	84%
Church	48%	40%	42%	49%	55%	56%
Student	18%	56%	20%	5%	6%	5%
Driver Safety Plan	17%	6%	16%	18%	21%	26%
Emergency Service Provider	2%	1%	1%	2%	2%	2%
24-Hour Comm. Operation	3%	1%	2%	5%	5%	3%
Average Number of Uses	2.64	2.66	2.58	2.62	2.72	2.66

Women tended to use their licenses for slightly more different purposes—an average of 2.76 uses for women, compared to an average of 2.64 uses for men.

Occupational License Uses By Age Women Only						
Uses	Total Women	Age				
		16-20	21-29	30-39	40-49	50-64
<i>N</i> =	1,140	247	277	252	274	83
Work	93%	94%	95%	94%	89%	92%
Homemaker	90%	77%	91%	95%	94%	96%
Church	51%	42%	40%	55%	60%	66%
Student	25%	67%	25%	13%	6%	1%
Driver Safety Plan	18%	7%	13%	24%	22%	10%
Emergency Service Provider	*	--	--	*	1%	--
24-Hour Comm. Operation	*	--	*	--	--	--
Average Number of Uses	2.76	2.87	2.64	2.82	2.72	2.65
* Less than .5%.						

Detailed Findings –Database Analysis

Reasons Licenses were Withdrawn

All Respondents by Age

Drunk driving was clearly the most common reason that occupational license holders lost their regular licenses. OWI-related offenses accounted for 75% of all lost licenses.

The OWI-related cause is higher for older occupational license holders. For the youngest drivers, aged 16-20, “driver record” (accumulated traffic demerit points) is the most common cause for losing their regular licenses. (Although we have no evidence in this data set why younger drivers are more likely to lose their licenses because of their driving records, it is probable that the doubling of traffic “points” for beginning drivers is an important factor.)

Occupational License Withdrawal Types By Age All Respondents						
<i>Reasons for Withdrawal</i> ⁵	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	4,622	815	1,229	992	1,040	481
OWI Related	75%	26%	75%	86%	92%	95%
Driver Record	13%	53%	10%	4%	2%	2%
Drug Conviction (non-driving)	6%	8%	7%	5%	4%	3%
HTO / Repeat HTO	3%	--	6%	3%	1%	1%
Underage Alcohol (non-driving)	2%	9%	*	--	--	--
Moving Violations	1%	1%	2%	2%	1%	*
Underage Alcohol (driving)	1%	4%	*	--	--	--
Other	*	--	--	*	*	--
* Less than .5%						

⁵ The eight Reasons for Withdrawal shown are an aggregate of 32 separate charges. These charges are explained in Appendix E.

Detailed Findings –Database Analysis

Reasons Licenses were Withdrawn

Men versus Women by Age

When men and women are analyzed separately, we see the same general pattern for both. That is, OWI-related offenses account for about three-fourths of the lost licenses, and “driver record” is the second most common reason.

One difference that is noticeable is that young men, aged 16-20, are more likely than young women to lose their licenses for OWI-related offenses but less likely to lose them for “driver record.” But “driver record” is the most common reason for both young men and women.

Occupational License Withdrawal Types By Age Men Only						
Reasons for Withdrawal	Total Men	Age				
		16-20		16-20		16-20
<i>N</i> =	3,482	568	952	740	766	398
OWI Related	76%	28%	75%	86%	92%	95%
Driver Record	12%	48%	8%	4%	2%	1%
Drug Conviction (non-driving)	6%	10%	7%	5%	4%	3%
HTO / Repeat HTO	3%	--	6%	4%	1%	1%
Underage Alcohol (non-driving)	2%	10%	1%	--	--	--
Moving Violations	1%	1%	3%	2%	1%	1%
Underage Alcohol (driving)	1%	3%	*	--	--	--
Other	--	--	--	--	--	--
* Less than .5%						

Occupational License Withdrawal Types By Age Women Only						
Reasons for Withdrawal	Total Women	Age				
		16-20	21-29	30-39	40-49	50-64
<i>N</i> =	1,140	247	277	252	274	83
OWI Related	71%	22%	75%	85%	90%	94%
Driver Record	19%	62%	14%	5%	2%	2%
Drug Conviction (non-driving)	5%	2%	7%	6%	5%	2%
HTO / Repeat HTO	2%	--	4%	2%	2%	1%
Underage Alcohol (non-driving)	2%	8%	--	--	--	--
Moving Violations	1%	1%	*	1%	1%	--
Underage Alcohol (driving)	1%	5%	--	--	--	--
Other	*	--	--	*	1%	--
* Less than .5%						

Detailed Findings –Database Analysis

Routes of Travel

All Respondents by Age

Occupational license holders must specify where they intend to travel. They can list Wisconsin counties, specific states, counties and states, and the entire United States. Most occupational license holders (53%) chose only Wisconsin counties. Almost half (40%) chose only states.

The youngest drivers were more likely to choose only counties, while the older drivers were equally likely to choose counties and states.

Approximately 29% of all the drivers chose only one state, with no other states and no counties. That state, of course, was Wisconsin. (See p. 65 for more detail.)

Routes of Travel By Age All Respondents						
<i>Routes of Travel</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	4,622	815	1,229	992	1,040	481
USA	3%	1%	2%	4%	3%	3%
Wisconsin counties only	53%	69%	57%	47%	46%	47%
States only	40%	28%	38%	45%	46%	45%
Counties and other states	4%	3%	4%	5%	4%	5%

Detailed Findings –Database Analysis

Routes of Travel

Men versus Women by Age

Both men and women tend to show the pattern exhibited in the previous table. That is, the largest number of drivers chose only Wisconsin counties (50% of men and 62% of women) and many chose only states (42% of men and 34% of women):

Younger drivers were more likely to choose only Wisconsin counties.

Routes of Travel By Age Men Only						
<i>Routes of Travel</i>	<i>Total Men</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	3,482	568	952	740	766	398
USA	3%	1%	2%	4%	4%	4%
Wisconsin counties only	50%	68%	54%	43%	43%	46%
States only	42%	28%	40%	49%	47%	46%
Counties and other states	4%	3%	4%	5%	5%	5%

Routes of Travel By Age Women Only						
<i>Routes of Travel</i>	<i>Total Women</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	1,140	247	277	252	274	83
USA	1%	--	--	2%	1%	1%
Wisconsin counties only	62%	70%	66%	58%	55%	54%
States only	34%	28%	30%	34%	42%	40%
Counties and other states	4%	2%	4%	6%	2%	5%

Detailed Findings –Database Analysis

Routes of Travel

Number of Counties: All Respondents by Age

Occupational license holders could specify the counties in which they planned to drive. Interestingly, most drivers named only a few counties. In fact, 68% of the drivers choose only one, two, or three counties.

Generally, older drivers tended to choose more counties. For example, 18% of the drivers aged 50-64 chose six or more counties, compared to only 3% of those aged 16-20.

Number of Counties By Age All Respondents						
<i>Number of Counties</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	2,646	581	741	512	529	251
1	23%	33%	22%	18%	20%	18%
2	24%	27%	25%	22%	23%	24%
3	21%	21%	21%	25%	21%	19%
4	14%	12%	15%	14%	13%	14%
5	8%	5%	9%	8%	9%	9%
6	5%	1%	5%	5%	7%	8%
7 or more	6%	2%	5%	9%	7%	10%
Average number of counties	3.01	2.40	3.00	3.30	3.25	3.44

Detailed Findings –Database Analysis

Routes of Travel

Number of Counties: Men versus Women by Age

Both men and women tended to name three or fewer counties. However, men tended to name more counties than women did. Looking at averages, men named more counties than women overall and for every age group.

Number of Counties By Age Men Only						
<i>Number of Counties</i>	<i>Total Men</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>1,902</i>	<i>403</i>	<i>548</i>	<i>349</i>	<i>372</i>	<i>202</i>
1	22%	35%	21%	18%	18%	16%
2	23%	22%	24%	21%	21%	22%
3	20%	21%	19%	22%	19%	19%
4	15%	13%	16%	15%	15%	14%
5	9%	6%	10%	9%	11%	11%
6	5%	1%	5%	5%	9%	8%
7 or more	6%	2%	5%	10%	7%	10%
Average number of counties	3.11	2.45	3.09	3.39	3.40	3.55

Number of Counties By Age Women Only						
<i>Number of Counties</i>	<i>Total Women</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>744</i>	<i>178</i>	<i>193</i>	<i>163</i>	<i>157</i>	<i>49</i>
1	24%	29%	24%	17%	23%	25%
2	29%	37%	26%	24%	28%	29%
3	24%	20%	24%	30%	24%	18%
4	11%	9%	11%	12%	10%	10%
5	6%	4%	7%	7%	6%	2%
6	3%	1%	3%	5%	3%	8%
7 or more	4%	1%	3%	4%	6%	8%
Average number of counties	2.75	2.29	2.75	3.10	2.88	2.95

Detailed Findings –Database Analysis

Routes of Travel

Number of States: All Respondents by Age

Occupational license holders who identified states tended to name few states. Two-thirds (66%) named only one state, and another 22% named two states. Older drivers tended to name more states, but the difference was not large. Of those who named only one state, the vast majority (87%) named Wisconsin.⁶

Number of States By Age All Respondents						
<i>Number of States</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	2,048	251	511	494	522	239
1	66%	70%	72%	61%	65%	60%
2	22%	24%	20%	26%	19%	21%
3	6%	4%	4%	6%	7%	10%
4	2%	1%	2%	2%	3%	4%
5	2%	--	2%	2%	3%	2%
6	1%	2%	1%	1%	2%	1%
7 or more	1%	--	--	2%	2%	2%
Average number of states	1.63	1.41	1.44	1.73	1.74	1.77

⁶ Of all the respondents, 1,346 named one state. In 1,177 cases, that state was Wisconsin. In the other 169 cases, the state was not Wisconsin; these drivers named a different state and one or more Wisconsin counties.

Detailed Findings –Database Analysis

Routes of Travel

Number of States: Men versus Women by Age

Two-thirds of both men and women named only one state, and most of the rest named two states. Men, on the average, tended to name slightly more states than women did.

Number of States By Age Men Only						
<i>Number of States</i>	<i>Total Men</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>1,618</i>	<i>177</i>	<i>416</i>	<i>393</i>	<i>402</i>	<i>202</i>
1	66%	73%	70%	60%	65%	60%
2	21%	22%	21%	24%	18%	22%
3	6%	3%	5%	7%	7%	9%
4	3%	1%	2%	3%	3%	5%
5	2%	--	1%	2%	3%	2%
6	2%	2%	1%	2%	2%	2%
7 or more	1%	--	--	2%	2%	2%
Average number of states	1.65	1.38	1.46	1.79	1.76	1.79

Number of States By Age Women Only						
<i>Number of States</i>	<i>Total Women</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>430</i>	<i>74</i>	<i>95</i>	<i>101</i>	<i>120</i>	<i>37</i>
1	67%	64%	79%	63%	63%	62%
2	24%	30%	16%	30%	23%	19%
3	5%	4%	2%	3%	8%	14%
4	2%	1%	1%	2%	3%	--
5	2%	--	2%	1%	2%	5%
6	1%	1%	--	1%	2%	--
7 or more	*	--	--	--	1%	--
Average number of states	1.52	1.49	1.32	1.50	1.68	1.68
* Less than .5%						

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

All Respondents by Age

The table on this page shows the average number of citations that occupational license holders received during the year before they received occupational licenses, during the time they drove with occupational licenses, and during the year after they had occupational licenses. (Only those drivers who previously had occupational licenses, but no longer had them, are included.) The averages are shown for all drivers on this page. They are shown for men and women separately on the next page.

The data should be compared to the average number of citations that all Wisconsin drivers received, or the “average Wisconsin driver,” shown in the last line of the table. In 2001, there was an average of about .22 citations per licensed driver.⁷

The pattern of the data shows a remarkable consistency. On the average, all ages had at least 1.13 citations in the year before their occupational licenses, with the overall average being 1.39 citations. During the time they drove with occupational licenses (which was usually less than a year), the average number of citations dropped to .19 or less, with an overall average of .11. (Another way to look at the data is that on the average, each occupational license holder received at least one citation and many received more than one, but during the time of driving with occupational licenses, on the average only one person in nine received any citations.)

After the time of the occupational licenses, the number of citations increased—but not nearly to levels before the drivers received their occupational licenses, and for those aged 16-20, it went down further. The average number of citations was under .30 for each of the age groups and was only .19 overall. This is lower than the statewide average for all drivers of .22 citations per licensed driver. Interestingly, older post-OL drivers tended to have more citations than younger ones did.

Compared to all Wisconsin drivers, young post-OL drivers had much better driving records, while older post-OL drivers had worse records.

Average Number of Citations By Age All Respondents							
Time Frame	Total	Age					
		16-20	21-29	30-39	40-49	50-64	
<i>N =</i>	1,369	206	383	311	295	152	
Before O.L. <i>Mean =</i>	1.39	1.94	1.47	1.26	1.16	1.13	
During O.L. <i>Mean =</i>	.11	.19	.15	.07	.06	.08	
After O.L. <i>Mean =</i>	.19	.13	.22	.17	.20	.26	
All WI drivers (N=3,727,194)	.22	.79	.48	.23	.13	.07	

⁷ We compare the average number of citations for occupational license (OL) drivers before, during, and after using the occupational license to the averages of all Wisconsin drivers in order to determine how they compare to the “normal” situation. The literature review in Phase 1 clearly pointed out the necessity to compare OL drivers to demographically similar drivers in the population.

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

Men versus Women by Age

The data on the following two tables show the same pattern for men and women separately. That is, the large number of citations prior to the occupational license is reduced markedly during the time of the occupational license. Although the average number of citations usually goes up afterward, it is always substantially below the average number during the year before the occupational licenses.

For both men and women, the younger post-OL drivers have many fewer citations than all Wisconsin drivers, while the older post-OL drivers have about the same number or more.

Average Number of Citations By Age Men Only						
Time Frame	Total Men	Age				
		16-20	21-29	30-39	40-49	50-64
<i>N</i> =	1,066	147	298	255	221	125
<i>Before O.L.</i> <i>Mean</i> =	1.39	1.99	1.44	1.30	1.19	1.10
<i>During O.L.</i> <i>Mean</i> =	.10	.18	.13	.05	.06	.10
<i>After O.L.</i> <i>Mean</i> =	.18	.09	.19	.15	.23	.29
All WI drivers (N=1,854,289)	.30	1.10	.66	.31	.18	.09

Average Number of Citations By Age Women Only						
Time Frame	Total Women	Age				
		16-20	21-29	30-39	40-49	50-64
<i>N</i> =	303	59	85	56	74	27
<i>Before O.L.</i> <i>Mean</i> =	1.38	1.83	1.59	1.07	1.07	1.22
<i>During O.L.</i> <i>Mean</i> =	.15	.22	.24	.14	.04	.00
<i>After O.L.</i> <i>Mean</i> =	.21	.22	.31	.27	.09	.15
All WI drivers (N=1,872,905)	.14	.48	.29	.15	.09	.05

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

All Respondents by Age (with more detailed information on young drivers)

The table on this page and the next show the same data as the previous two pages, except that the two youngest categories have been divided into four categories. That is, the “16-20” category has been divided into a “16-18” and “19-20,” while the second “21-29” category has been divided into “21-25” and “26-29.” The age groups over 30 are the same as the previous table. The purpose of the new divisions is to evaluate the effects of graduated driver’s licenses (GDLs).

The data show the same familiar pattern—many citations before the occupational license, followed by a precipitous drop during the time of the occupational license, followed by a small increase or no increase. This pattern is most pronounced for the youngest drivers, aged 16-20, who are most likely to have graduated licenses. In fact, the youngest drivers had the most citations (2.11 per driver) in the year before the occupational license and the fewest citations (.07 per driver) in the year after the occupational license.

Interestingly, the average number of citations before the occupational license decreases with each age group, with no exceptions, from 16-18 to 50-64.

<p style="text-align: center;">Average Number of Citations By Age All Respondents</p>								
<i>Time Frame</i>	<i>Total</i>	<i>Age</i>						
		<i>16- 18</i>	<i>19- 20</i>	<i>21- 25</i>	<i>26- 29</i>	<i>30- 39</i>	<i>40- 49</i>	<i>50- 64</i>
<i>N =</i>	<i>1,369</i>	<i>28</i>	<i>178</i>	<i>241</i>	<i>142</i>	<i>311</i>	<i>295</i>	<i>152</i>
<i>Before O.L.</i> <i>Mean =</i>	1.39	2.11	1.92	1.57	1.30	1.26	1.16	1.13
<i>During O.L.</i> <i>Mean =</i>	.11	.07	.21	.15	.16	.07	.06	.08
<i>After O.L.</i> <i>Mean =</i>	.19	.07	.13	.25	.16	.17	.20	.26
All WI drivers (N=3,727,194)	.22	.70	.89	.56	.37	.23	.13	.07

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

Men versus Women by Age (with more detailed information on young drivers)

The data on the following two tables show the same pattern for men and women separately. Among men, the youngest drivers had no citations in the year after having had occupational licenses.

The youngest women show the familiar pattern (high, large decrease, small increase), but the pattern is not as pronounced as it is for men. In the year after the occupational license, women have a low number of citations, but not the lowest.

However, because of the few drivers in the sample, one should view the data for the youngest drivers with skepticism; with only 19 men and nine women, any conclusions would be tentative.

Average Number of Citations By Age Men Only									
Time Frame	Total Men	Age							
		16- 18	19- 20	21- 25	26- 29	30- 39	40- 49	50- 64	
<i>N</i> =	1,066	19	28	183	115	255	221	125	
Before O.L. <i>Mean</i> =	1.39	2.26	1.95	1.52	1.30	1.30	1.19	1.10	
During O.L. <i>Mean</i> =	.10	.11	.20	.13	.12	.05	.06	.10	
After O.L. <i>Mean</i> =	.18	.00	.10	.22	.15	.15	.23	.29	
All WI drivers (N=1,854,289)	.30	.96	1.26	.79	.50	.31	.18	.09	

Average Number of Citations By Age Women Only									
Time Frame	Total Women	Age							
		16- 18	19- 20	21- 25	26- 29	30- 39	40- 49	50- 64	
<i>N</i> =	303	9	50	58	27	56	74	27	
Before O.L. <i>Mean</i> =	1.38	1.78	1.84	1.72	1.30	1.07	1.07	1.22	
During O.L. <i>Mean</i> =	.15	.00	.26	.19	.33	.14	.04	.00	
After O.L. <i>Mean</i> =	.21	.22	.22	.34	.22	.27	.09	.15	
All WI drivers (N=1,872,905)	.14	.44	.52	.34	.23	.15	.09	.05	

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

All Respondents by County Type

When examining the data by county type, drivers in each type of county show a large decrease in number of citations during the time of the occupational license and a small increase afterward. There are no large differences between occupational license holders in large, middle, and rural counties.

Compared to all Wisconsin drivers, post-OL drivers living in large counties have a lower incidence of citations, while those in middle or rural counties have about the same incidence.

Average Number of Citations By County Type All Respondents				
<i>Time Frame</i>	<i>Total</i>	<i>County Type</i>		
		<i>Large</i>	<i>Middle</i>	<i>Rural</i>
<i>N =</i>	<i>1,369</i>	<i>411</i>	<i>368</i>	<i>590</i>
<i>Before O.L.</i> <i>Mean =</i>	1.39	1.39	1.45	1.34
<i>During O.L.</i> <i>Mean =</i>	.11	.09	.07	.14
<i>After O.L.</i> <i>Mean =</i>	.19	.16	.19	.21
All WI drivers (N=3,727,194)	.22	.28	.21	.18

Detailed Findings –Database Analysis

Number of Citations (Before, During, and After Occupational Licenses)

Men versus Women by County Type

Both men and women who had occupational licenses exhibit the same pattern. That is, there is a sharp reduction in the average number of citations during the time of the occupational license, with a small increase after the drivers resumed using regular licenses. The only exception is rural women, who decreased the number of citations even more after getting their regular licenses back.

However, there is a difference between men and women when comparing them to all Wisconsin drivers. For men, post-OL drivers living in large counties had fewer citations than all male Wisconsin drivers but those living in rural counties had more. The post-OL women had more citations than all female Wisconsin drivers in all three types of counties.

Average Number of Citations By County Type Men Only				
Time Frame	Total Men	County Type		
		Large	Middle	Rural
<i>N =</i>	1,066	312	285	469
<i>Before O.L. Mean =</i>	1.39	1.38	1.45	1.35
<i>During O.L. Mean =</i>	.10	.08	.07	.13
<i>After O.L. Mean =</i>	.18	.14	.18	.22
All WI drivers (N=1,854,289)	.30	.39	.28	.24

Average Number of Citations By County Type Women Only				
Time Frame	Total Women	County Type		
		Large	Middle	Rural
<i>N =</i>	303	99	83	121
<i>Before O.L. Mean =</i>	1.38	1.42	1.46	1.29
<i>During O.L. Mean =</i>	.15	.12	.10	.20
<i>After O.L. Mean =</i>	.21	.24	.24	.17
All WI drivers (N=1,872,905)	.14	.17	.13	.11

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

All Respondents by Age

The table on this page shows the average number of accidents that occupational license holders were involved in during the year before they received occupational licenses, during the time they drove with occupational licenses, and during the year after they had occupational licenses. For this analysis, accidents include involvement in reportable accidents, which are accidents where there is more than \$1,000 in damage, personal injury, or fatality.

The averages are shown for all drivers on this page. They are shown for men and women separately on the next page.

The pattern of the data shows the same pattern as previous pages on citations. That is, there is a sharp drop in the number of accidents during the time of the occupational license, followed by a small increase, or another decrease, after the drivers began using regular licenses. Overall there was an average of .26 accidents in the year before the occupational license, a decrease to .02 during the time of the occupational license, followed by an increase to .07 accidents in the year after the occupational license.

The number of accidents in the year after the occupational licenses was roughly the same as it was for all Wisconsin drivers, except that the youngest post-OL drivers tended to have fewer accidents and the oldest post-OL drivers tended to have more.

Average Number of Accidents By Age All Respondents						
<i>Time Frame</i>	<i>Total</i>	<i>Age</i>				
		<i>16-20</i>	<i>21-29</i>	<i>30-39</i>	<i>40-49</i>	<i>50-64</i>
<i>N =</i>	<i>1,369</i>	<i>206</i>	<i>383</i>	<i>311</i>	<i>295</i>	<i>152</i>
<i>Before O.L. Mean =</i>	<i>.26</i>	<i>.42</i>	<i>.25</i>	<i>.23</i>	<i>.19</i>	<i>.22</i>
<i>During O.L. Mean =</i>	<i>.02</i>	<i>.05</i>	<i>.03</i>	<i>*</i>	<i>.01</i>	<i>00</i>
<i>After O.L. Mean =</i>	<i>.07</i>	<i>.04</i>	<i>.07</i>	<i>.08</i>	<i>.06</i>	<i>.13</i>
All WI Drivers (N=3,727,194)	.05	.14	.07	.05	.04	.03
<i>*Less than .005</i>						

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

Men versus Women by Age

The data on the following two tables show the same pattern for men and women separately. That is, the large number of accidents prior to the occupational license is reduced markedly during the time of the occupational license. Although the average number of accidents usually goes up afterward, it is always substantially below the average number during the year before the occupational license.

Average Number of Accidents By Age Men Only							
Time Frame	Total Men	Age					
		16-20	21-29	30-39	40-49	50-64	
<i>N</i> =	1,066	147	298	255	221	125	
Before O.L. <i>Mean</i> =	.24	.39	.22	.24	.17	.20	
During O.L. <i>Mean</i> =	.02	.04	.03	.00	*	.00	
After O.L. <i>Mean</i> =	.07	.03	.06	.07	.06	.13	
All WI Drivers (N=1,854,289)	.06	.16	.09	.06	.05	.04	
*Less than .005							

Average Number of Accidents By Age Women Only							
Time Frame	Total Wom en	Age					
		16-20	21-29	30-39	40-49	50-64	
<i>N</i> =	303	59	85	56	74	27	
Before O.L. <i>Mean</i> =	.33	.51	.35	.23	.26	.30	
During O.L. <i>Mean</i> =	.04	.08	.02	.04	.04	.00	
After O.L. <i>Mean</i> =	.09	.07	.08	.13	.07	.11	
All WI Drivers (N=1,872,905)	.04	.12	.06	.04	.03	.02	

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

All Respondents by Age (with more detailed information on young drivers)

The next two pages show the same data as the previous two pages, with the two youngest categories divided into four categories: the “16-20” category has been divided into a “16-18” and “19-20,” while the second “21-29” category has been divided into “21-25” and “26-29.” The purpose of the new divisions is to evaluate the effects of graduated driver’s licenses (GDLs).

The averages are shown for all drivers on this page. They are shown for men and women separately on the next page.

The familiar pattern (high, large decrease, small increase) is most pronounced for the youngest drivers. Those aged 16-18 had the most accidents (.57 per driver) in the year before the occupational license had the same number as all drivers (.07 per driver) in the year after the occupational license.

Average Number of Accidents By Age All Respondents								
<i>Time Frame</i>	<i>Total</i>	<i>Age</i>						
		<i>16- 18</i>	<i>19- 20</i>	<i>21- 25</i>	<i>26- 29</i>	<i>30- 39</i>	<i>40- 49</i>	<i>50- 64</i>
<i>N =</i>	<i>1,369</i>	<i>28</i>	<i>178</i>	<i>241</i>	<i>142</i>	<i>311</i>	<i>295</i>	<i>152</i>
<i>Before O.L.</i> <i>Mean =</i>	<i>.26</i>	<i>.57</i>	<i>.40</i>	<i>.26</i>	<i>.24</i>	<i>.23</i>	<i>.19</i>	<i>.22</i>
<i>During O.L.</i> <i>Mean =</i>	<i>.02</i>	<i>.11</i>	<i>.05</i>	<i>.03</i>	<i>.03</i>	<i>*</i>	<i>.01</i>	<i>.00</i>
<i>After O.L.</i> <i>Mean =</i>	<i>.07</i>	<i>.07</i>	<i>.04</i>	<i>.05</i>	<i>.09</i>	<i>.08</i>	<i>.06</i>	<i>.13</i>
All WI drivers (N=3,727,194)	<i>.05</i>	<i>.16</i>	<i>.11</i>	<i>.08</i>	<i>.06</i>	<i>.05</i>	<i>.04</i>	<i>.03</i>
*Less than .005								

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

Men versus Women by Age (with more detailed information on young drivers)

The data on the following two tables show the same pattern for men and women separately. For both the men and the women, drivers aged 16-18 showed the largest drop in average number of accidents. The youngest women show the most dramatic drop of all—from .89 accidents per drivers in the year before the occupational license to no accidents in the year after the occupational license.

However, because of the few drivers in the sample, one should view the data for the youngest drivers with skepticism; with only 19 men and nine women, any conclusions would be tentative.

Average Number of Accidents By Age Men Only								
Time Frame	Total Men	Age						
		16- 18	19- 20	21- 25	26- 29	30- 39	40- 49	50- 64
<i>N =</i>	1,066	19	128	183	115	255	221	125
<i>Before O.L. Mean =</i>	.24	.42	.39	.22	.22	.24	.17	.20
<i>During O.L. Mean =</i>	.02	.05	.04	.03	.03	.00	*	.00
<i>After O.L. Mean =</i>	.07	.11	.02	.05	.08	.07	.06	.13
All WI drivers (N=1,854,289)	.06	.18	.13	.09	.08	.06	.05	.04
*Less than .005								

Average Number of Accidents By Age Women Only								
Time Frame	Total Women	Age						
		16- 18	19- 20	21- 25	26- 29	30- 39	40- 49	50- 64
<i>N =</i>	303	9	50	58	27	56	74	27
<i>Before O.L. Mean =</i>	.33	.89	.44	.36	.33	.23	.26	.30
<i>During O.L. Mean =</i>	.04	.22	.06	.02	.04	.04	.04	.00
<i>After O.L. Mean =</i>	.09	.00	.08	.05	.15	.13	.07	.11
All WI drivers (N=1,872,905)	.04	.14	.09	.06	.05	.04	.03	.02

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

All Respondents by County Type

When examining the data by county type, drivers in each type of county show a large decrease in number of accidents during the time of the occupational license and a small increase afterward.

Average Number of Accidents By County Type* All Respondents				
<i>Time Frame</i>	<i>Total</i>	<i>County Type</i>		
		<i>Large</i>	<i>Middle</i>	<i>Rural</i>
<i>N =</i>	<i>1,369</i>	<i>411</i>	<i>368</i>	<i>590</i>
<i>Before O.L.</i> <i>Mean =</i>	<i>.26</i>	<i>.20</i>	<i>.32</i>	<i>.26</i>
<i>During O.L.</i> <i>Mean =</i>	<i>.02</i>	<i>.02</i>	<i>.02</i>	<i>.02</i>
<i>After O.L.</i> <i>Mean =</i>	<i>.07</i>	<i>.05</i>	<i>.05</i>	<i>.10</i>
* The datasets did not include number of accidents classified by county type.				

Detailed Findings –Database Analysis

Number of Accidents (Before, During, and After Occupational Licenses)

Men versus Women by County Type

Both men and women who had occupational licenses exhibit the same pattern. That is, there is a sharp reduction in the average number of accidents during the time of the occupational license, with a small increase after the drivers resumed using regular licenses.

Average Number of Accidents By County Type* Men Only				
Time Frame	Total Men	County Type		
		Large	Middle	Rural
<i>N =</i>	1,066	312	285	469
<i>Before O.L.</i> <i>Mean =</i>	.23	.20	.28	.23
<i>During O.L.</i> <i>Mean =</i>	.02	.02	.01	.01
<i>After O.L.</i> <i>Mean =</i>	.07	.04	.04	.10
* The datasets did not include number of accidents classified by county type.				

Average Number of Accidents By County Type* Women Only				
Time Frame	Total Women	County Type		
		Large	Middle	Rural
<i>N =</i>	303	99	83	121
<i>Before O.L.</i> <i>Mean =</i>	.33	.18	.45	.37
<i>During O.L.</i> <i>Mean =</i>	.04	.01	.05	.06
<i>After O.L.</i> <i>Mean =</i>	.09	.06	.10	.10
* The datasets did not include number of accidents classified by county type.				

Detailed Findings –Database Analysis

Types of Incidents (Before, During, and After Occupational Licenses)

All Respondents

We see the same pattern repeated for all five classifications of incidents. That is, there are many incidents before receiving the occupational licenses, followed by a precipitous drop during the period of having the licenses, followed by small increase or further decline after receiving regular licenses.

In the case of OWI-related offenses, the drop is remarkable, from .66 incidents to only .01 incidents. The increase after having occupational licenses was miniscule—to .02 incidents.

Generally, the average number of incidents is a little higher for post-OL drivers than it is for all Wisconsin drivers, with total averages of .26 incidents per post-OL driver compared to .22 incidents per person for all Wisconsin drivers.

Average Number of Incidents⁸ By Type of Incident All Respondents							
<i>Time Frame</i>	<i>Total</i>	<i>Type of Incident</i>					
		<i>OWI Related</i>	<i>Speeding</i>	<i>Accident</i>	<i>Other Moving</i>	<i>OWS/OAR</i>	
<i>N =</i>	<i>1,369</i>	<i>1,369</i>	<i>1,369</i>	<i>1,369</i>	<i>1,369</i>	<i>1,369</i>	
<i>Before O.L.</i> <i>Mean =</i>	1.64	.66	.41	.26	.24	.07	
<i>During O.L.</i> <i>Mean =</i>	.13	.01	.03	.02	.03	.03	
<i>After O.L.</i> <i>Mean =</i>	.26	.02	.09	.07	.06	.02	
All WI drivers (N=3,727,194)	.22	.01	.08	.05	.05	.02	

⁸ ***Incident Definitions***

OWI Related: Operating While Under the Influence of Intoxicant/Controlled Substance (OWI), Operating While Intoxicated Causing Injury (OII), Implied Consent (IC), Prohibited Alcohol Concentration (PAC), Great Bodily Harm while Intoxicated (GBH), and Negligent Homicide while Intoxicated (NHI)

Speeding: Speeding (S), Speeding Intermediate (SI), and Speeding Excess (SE)

Accidents: Property Damage (PD), Non Fatal Accident (NFA), and Fatal Accident (FA)

Other Moving Violations: Failure to Obey Traffic Signal (FOS), Failure to Yield (FTY), Inattentive Driving (ID), and All Other Moving Violations.

OWS/OAR: Operating While Suspended (OWS) and Operating After Revocation (OAR)

Detailed Findings –Database Analysis

Types of Incidents (Before, During, and After Occupational Licenses)

Men versus Women

The familiar pattern (high, followed by a sharp decline, followed by a slight rise or a further decline) is evident for both men and women when comparing the total number of incidents. The only exception is OWS/OAR for women. The decline from before the occupational license to the time of the occupational license is minimal (.07 to .06).

Average Number of Incidents By Type of Incident Men Only*						
Time Frame	Total Men	Type of Incident				
		OWI Related	Speed- ing	Acci- dent	Other Moving	OWS/ OAR
<i>N =</i>	1,066	1,066	1,066	1,066	1,066	1,066
<i>Before O.L. Mean =</i>	1.62	.66	.40	.23	.25	.07
<i>During O.L. Mean =</i>	.11	.01	.03	.02	.03	.03
<i>After O.L. Mean =</i>	.25	.02	.09	.07	.05	.02
* The datasets did not include number of incidents classified by gender.						

Average Number of Incidents By Type of Incident Women Only*						
Time Frame	Total Women	Type of Incident				
		OWI Related	Speed- ing	Acci- dent	Other Moving	OWS/ OAR
<i>N =</i>	303	303	303	303	303	303
<i>Before O.L. Mean =</i>	1.71	.66	.43	.33	.22	.07
<i>During O.L. Mean =</i>	.18	.04	.07	.04	.04	.06
<i>After O.L. Mean =</i>	.30	.03	.08	.09	.07	.06
* The datasets did not include number of incidents classified by gender.						

Detailed Findings –Database Analysis

Insurance Claims

American Family Insurance generously analyzed its database of Wisconsin drivers to determine how many citations and accident claims of \$500 or more its customers with occupational licenses had. American Family analyzed its database for the two and one half years from January 2000 through June 2002.

The table below shows that customers with occupational licenses received an average of 3.00 moving violations over the 2 ½ years, compared to an average of .84 moving violations for the other customers.

The table also shows that the occupational license customers made an average of .04 accident claims of \$500 or more, compared to .09 claims by other customers⁹.

Moving Violations and Accident Claims* January 2000 – June 2002		
	<i>Number</i>	<i>Number per License</i>
Occupational Driver's Licenses		
Number of Occupational Licenses	784	
Number of moving violations	2,349	3.00
Accident claims (\$500 +)	33	.04
Non-Occupational Driver's Licenses		
Number of Non-Occupational Licenses	814,446	
Number of moving violations	685,406	.84
Accident claims (\$500 +)	75,343	.09
*Accident claims do not count ERS, COMP or claims under \$500.		
Source: American Family Insurance, 2002		

⁹ The mean of .04 represents the average of all insurance claims, not necessarily the mean of all accidents. We believe that occupational license holders tend to under-report accidents and therefore make fewer accident claims. In the focus group phase of this research project, occupational license holders said they often do not report accidents for fear of losing their occupational licenses or increasing their insurance costs.

APPENDIX A

RECRUITING SCREENER



GROUP # _____

CODE 4310
030243103
07/11/02 – 3

UNDERSTANDING OF CURRENT WI OL PROGRAM RESTRICTIONS (TASK 9A)
RECRUITING SCREENER

Group 1: Madison Denied/Did Not Apply	Wednesday, July 23 rd at 6:00
Group 2: Madison Valid Occupational License	Wednesday, July 23 rd at 8:00
Group 3: Milwaukee Denied/Did Not Apply	Thursday, July 24 th at 6:00
Group 4: Milwaukee Valid Occupational License	Thursday, July 24 th at 8:00

INTERVIEWER: ASK TO SPEAK TO NAME ON LIST. IF NOT AVAILABLE, ASK WHEN WOULD BE A GOOD TIME TO CALL BACK.

INTRODUCTION

Hello, my name is _____, from The Dieringer Research Group, an independent marketing research firm in Milwaukee. We are doing research on the Wisconsin driver's license program..

A. Are you currently 18 years of age or older?

Yes	1
(THANK AND TERMINATE.) ? No.....	2
(THANK AND TERMINATE.) ? Refused.....	3

B. Record Gender. **(DO NOT ASK)**

Male	1
Female	2

C. What county do you live in? **(DO NOT READ LIST. CIRCLE ONE RESPONSE ONLY.)**

(QUALIFIES FOR GROUPS 1 OR 2) ?	Dane	1
(QUALIFIES FOR GROUPS 1 OR 2) ?	Columbia	2
(QUALIFIES FOR GROUPS 1 OR 2) ?	Jefferson.....	3
(QUALIFIES FOR GROUPS 1 OR 2) ?	Sauk	4
(QUALIFIES FOR GROUPS 3 OR 4) ?	Milwaukee.....	5
(QUALIFIES FOR GROUPS 3 OR 4) ?	Ozaukee.....	6
(QUALIFIES FOR GROUPS 3 OR 4) ?	Waukesha	7
(QUALIFIES FOR GROUPS 3 OR 4) ?	Racine	8
(QUALIFIES FOR GROUPS 3 OR 4) ?	Kenosha	9
(THANK AND TERMINATE) ?	All Others	10
(THANK AND TERMINATE) ?	Refused.....	11

D. Do you or does anyone in your immediate household, including your spouse, parents, siblings, or children, currently work for . . . **(READ LIST.)**

	<u>Yes</u>	<u>No</u>
The Wisconsin Department of Transportation	1	2
A marketing research organization or department	1	2

(IF YES TO ANY OF THE ABOVE IN D,, THANK AND TERMINATE.)



QUESTIONS:

1. As part of our research, we would like to talk to people who know about occupational licenses.
Have you heard of the Wisconsin occupational driver's license?

(SKIP TO #2.) ?	Yes	1
(PROCEED TO #1.1.) ?	No.....	2
(THANK AND TERMINATE.) ?	Don't Know.....	3
(THANK AND TERMINATE.) ?	Refused.....	4

- 1.1. The Wisconsin occupational driver's license is a restricted driver's license, meaning a person who has had their regular driver's license suspended or revoked may be given a temporary license allowing them to drive a car under certain pre-determined conditions, such as going to work. Have you heard of this kind of license?

(PROCEED TO #2.) ?	Yes	1
(THANK AND TERMINATE.) ?	No.....	2
(THANK AND TERMINATE.) ?	Don't Know.....	3
(THANK AND TERMINATE.) ?	Refused.....	4

2. Have you ever applied for an occupational driver's license in Wisconsin?

(IF SAMP = DID NOT APPLY THEN T&T, ELSE PROCEED TO #2.1.) ?	Yes	1
(IF SAMP = VALID OCC. THEN T&T, ELSE SKIP TO #4.) ?	No.....	2
(THANK AND TERMINATE.) ?	Don't Know.....	3
(THANK AND TERMINATE.) ?	Refused.....	4

- 2.1. Have you ever been issued an occupational driver's license in Wisconsin?

(IF SAMP = DENIED/DNA THEN T&T, ELSE PROCEED TO #3.) ?	Yes	1
(IF SAMP = VALID OCC. THEN T&T, IF NOT SKIP TO #4.) ?	No.....	2
(THANK AND TERMINATE.) ?	Don't Know.....	3
(THANK AND TERMINATE.) ?	Refused.....	4

3. Do you currently have a Wisconsin occupational driver's license?

(SKIP TO #5.) ?	Yes	1
	No.....	2
	Don't Know.....	3
	Refused.....	4

4. Do you currently have a regular Wisconsin driver's license?

Yes	1
No.....	2
Don't Know.....	3
Refused.....	4

(IF SAMPLE = DID NOT APPLY , THEN PROCEED TO #5a., ELSE SKIP TO #5b.)

- 5a. We are very interested in the reasons why people who have lost their regular driver's license choose not to apply for an occupational driver's license. Based on what you told us today, you have been in this situation and we were hoping you could explain why you did not apply for an occupational license. **(RECORD VERBATIM RESPONSE. PROBE AND CLARIFY.)**

(SKIP TO #5.1.)

- 5b. We are very interested in the reasons why people who have lost their regular driver's license decide to apply for an occupational license. Based on what you told us today, you have been in this situation and we were hoping you could explain the reasons why you chose to apply for an occupational license. **(RECORD VERBATIM RESPONSE. PROBE AND CLARIFY.)**

5.1. **DO NOT READ.**

BASED ON RESPONSES TO THE ABOVE QUESTION, DOES RESPONDENT SEEM ARTICULATE, EASY TO UNDERSTAND, AND INTERESTED IN ANSWERING QUESTIONS?

(PROCEED TO #6.) ?	Yes	1
(THANK AND TERMINATE.) ?	No.....	2

6. Which of the following age groups includes your age? **(READ LIST.)**

18-29	1	
30-39	2	
40-49	3	
50-64	4	
65 years or older	5	
DO NOT READ ?	Refused.....	6

7. Have you participated in any formal marketing research group discussions in the past six months?

(THANK AND TERMINATE.) ?	Yes	1
	No.....	2
	Don't Know.....	3
	Refused.....	4

(IF #2.1. = YES , THEN PROCEED TO #8., ELSE SKIP TO #9.)

OCCUPATIONAL LICENSEES:

8. We are inviting a small group of people like yourself to participate in a research discussion regarding Wisconsin's occupational licensing program. No preparation is needed and food and refreshments will be served before the discussion.

The discussion will consist of 8 to 10 people, like yourself, and will last approximately 1½ to 2 hours. A trained moderator will lead the group. You will be paid \$50.00 in cash for your valuable opinions. This discussion does not involve sales of any kind and no state employees will be at or listening to the discussion. Your name will not be included and nothing you say will affect your driver's license.

The discussion will take place at [our offices at 78th and Burleigh in Milwaukee or a hotel in Middleton] at 8:00 p.m. on the evening of [Wednesday, July 24/Tuesday, July 23]. We expect this to be an interesting and pleasant experience for you.

For your convenience, there will be a waiting room, with refreshments and a TV, if others ride with you to the discussion. However, children under the age of 16 are not allowed. Would you be willing to participate?

(SKIP TO CLOSING STATEMENT.) ? Yes1
(THANK AND TERMINATE.) ? No.....2

DENIED/DID NOT APPLY FOR OCCUPATIONAL LICENSE:

9. We are inviting a small group of people like yourself to participate in a research discussion regarding Wisconsin's occupational licensing program. No preparation is needed and food and refreshments will be served before the discussion.

The discussion will consist of 8 to 10 people, like yourself, and will last approximately 1½ to 2 hours. A trained moderator will lead the group. You will be paid \$50.00 in cash for your valuable opinions. This discussion does not involve sales of any kind and no state employees will be at or listening to the discussion. Your name will not be included and nothing you say will affect your driver's license.

The discussion will take place at [our offices at 78th and Burleigh in Milwaukee or a hotel in Middleton] at 6:00 p.m. on the evening of [Wednesday, July 24/Tuesday, July 23]. We expect this to be an interesting and pleasant experience for you.

For your convenience, there will be a waiting room, with refreshments and a TV, if others ride with you to the discussion. However, children under the age of 16 are not allowed. Would you be willing to participate?

(PROCEED TO CLOSING STATEMENT.) ? Yes1
(THANK AND TERMINATE.) ? No.....2

CLOSING STATEMENT:

My supervisor will need to talk to you to confirm some of your responses as well as provide details of where the group will be held. May I confirm your name, address, and your telephone number so that they can contact you and we can mail you a confirmation letter with directions to the discussion?

CONTACT INFORMATION: PLEASE CLARIFY SPELLING ON FIRST AND LAST NAME.

Name (Mr. - Mrs. - Ms. - Dr.) [circle one] _____

Address _____

City _____ State _____ Zip Code _____

Telephone (_____) _____

10. LOOK TO SEE IF A SUPERVISOR IS IN THE IMMEDIATE AREA.

(PROCEED TO #10.1.) ?	Yes	1
(SKIP TO #10.2.) ?	No.....	2

10.1. Could you hold on for a minute while I get my supervisor to confirm your information?

(GO TO VALIDATION SECTION) ?	Yes	1
(PROCEED TO #10.2.) ?	No.....	2

10.2. Will you be around for the next 10 to 15 minutes so my supervisor can call you back tonight?

(PROCEED TO CALLBACK A.) ?	Yes	1
(PROCEED TO CALLBACK B.) ?	No.....	2

CALLBACK A.:

RECORD NAME AND SCHEDULE CALLBACK FOR DECEMBER 24TH AT 5:00 PM.

CALLBACK B.:

RECORD NAME AND SCHEDULE CALLBACK FOR DECEMBER 31ST AT 5:00 PM.

Thanks for your time. Have a good day/evening.

SUPERVISOR VALIDATION:

VALIDATE QUESTIONS C., #1., #2. AND THEN SILENTLY REVIEW THE RESPONSE TO #5a/b. IF NECESSARY, RE-ASK #5a/b. IN ORDER TO MAKE YOUR OWN DETERMINATION.

(PROCEED TO GROUP INFO.) ?	Yes, validated.....1
(SKIP TO REFUSAL.) ?	No, does not meet screening criteria2
(SKIP TO REFUSAL.) ?	No, does not meet personality criteria3

GROUP INFORMATION

As (INTERVIEWER NAME) said, the group is on [Wednesday, July 24/Tuesday, July 23] at [6:00 OR 8:00] p.m. The group will be held at [our offices, The Dieringer Research Group at 3064 North 78th Street in Milwaukee/The Madison Marriott West in Middleton].

We will send you a letter to confirm that you agreed to talk with us as well as directions to [The Dieringer Research Group/the Madison Marriott West], which should arrive within the next few days. You will be paid \$50.00 in cash after the group discussion.

We will be calling you again a few days before the group to remind you about the discussion. Thank you very much for agreeing to participate. Please write down the following number in case you have questions: 1-800-489-4540.

Rescreened by:

Date:

REFUSAL:

Thank you for your interest but unfortunately your occupational licensing experience level is not what we are looking for. If you have any questions, please call Laura Cleary at our offices at: 1-800-489-4540.

TERMINATE INTERVIEW. PRINT “LIST ANSWERS” FOR THIS RESPONDENT AND FORWARD TO LAURA CLEARY.

APPENDIX B

DISCUSSION GUIDELINES

(VALID OL FOCUS GROUP)
(DENIED/DID NOT APPLY FOCUS GROUP)



VALID OL FOCUS GROUP DISCUSSION GUIDELINE

I. WELCOME/EXPLANATION OF GROUP PROCESS:

- Explain purpose of group/reporting of information
- Explain research observer, **no audio or video recording**
- Stress no right or wrong answers; all opinions welcome
- All responses/discussion is confidential – individual responses will not be shared
- **Nothing you say will affect your driver's license**

II. INTRODUCTIONS:

- Name
- Family/Children/Employment

III. OVERALL OPINIONS OF OCCUPATIONAL LICENSES

- What do you think about the occupational licensing program?
 - What is good?
 - What is bad?
 - What suggestions do you have to improve it?
- How well is it being administered?
- How well do you understand the occupational license?

IV. BACKGROUND DISCUSSION OF OCCUPATIONAL DRIVER'S LICENSE:

- Thinking back to when you first lost your license, how did you learn about Wisconsin's occupational driver's license program?
- Do you have an occupational driver's license now?
 - If yes: How long have you had the occupational driver's license?
 - If no: How long did you have an occupational driver's license?
- How did **losing your license** affect your life, if at all?
- How did **having an occupational license** affect your life, if at all?
 - How about your family?
 - Was your family supportive?
 - Your job?
 - Does (Did) your employer know you have an occupational license?
- Do you (Did you) drive differently since you have had an occupational driver's license? How did you drive differently?

V. APPLICATION PROCESS/OL REQUIREMENTS:

- How did you go about getting an occupational license?
 - What steps did you take?
 - Did you have a lawyer or did you get it on your own?
- What is your opinion on the application process?
 - What did you think of the insurance requirement (**proof of financial responsibility**)?
- What requirements did you have to meet?
 - Were some requirements easier to meet than others?
 - Which were easy/difficult?
- (If applicable) How useful was a lawyer?
- Did you get the occupational driver's license the first time you applied, or were you denied and had to apply again? If so, how many times did it take?
- Overall, did you find it easy to get an occupational driver's license?
 - Was it too easy? Too difficult?
 - Should it be easier/more difficult?
 - Would you think it was not a punishment if it were easier?

VI. OCCUPATIONAL LICENSE RESTRICTIONS:

- How do you feel about the restrictions? (time of day, days of the week, routes of travel etc.)
 - Are they too restrictive, not restrictive, or just right?
 - Which ones are easier/more difficult to comply with?
 - Why do you say that?
- How did you learn about the restrictions?
 - Did you feel you understood the restrictions of the license?
 - Which ones are easier/more difficult to understand?
- Would you say you complied with the restrictions?
 - Or did you drive wherever and whenever you wanted but just drove very carefully?
 - Have you ever got caught
 - If so, what happened?
 - Did it change your subsequent behavior?
- Since you took the time to get an occupational license, do you think it made you more likely to follow the rules or not?
 - If not (you didn't follow the rules), why did you apply for the occupational license?

VII. OCCUPATIONAL LICENSE ACTIVITIES:

- Thinking about the allowed activities (work, school, medical or dental appointments etc.)
 - What do you think about the allowable activities?
 - Are they too restrictive?
 - Not restrictive enough?
- How did you learn about the allowed activities?
 - Which activities were allowable for your occupational driver's license?
- PROBE FOR HOUSEHOLD DUTIES, RELIGIOUS OBSERVATION
- **Are there any activities that are not allowed but should be allowed?**
 - **Or vice versa?**

VIII. WHAT IF THERE WERE NO OCCUPATIONAL LICENSES?

- What would you do? How would you get around?
 - Would you drive anyway?
- What other effects would it have to not have an occupational license?
 - Job
 - Other things

IX. HOW WOULD YOU CHANGE THE OCCUPATIONAL LICENSE PROGRAM?

X. ANYTHING ELSE?

**DENIED/DID NOT APPLY FOCUS GROUP
DISCUSSION GUIDELINE**

I. WELCOME/EXPLANATION OF GROUP PROCESS:

- Explain purpose of group/reporting of information
- Explain research observer, **no audio or video recording**
- Stress no right or wrong answers; all opinions welcome
- All responses/discussion is confidential – individual responses will not be shared
- **Nothing you say will affect your driver's license**

- **Think about your time without a driver's license—not after you got one back or when you had an occupational license**

II. INTRODUCTIONS:

- Name
- Family/Children
- Employment

III. WHAT WAS IT LIKE WITHOUT A DRIVER'S LICENSE?

- Write down your experiences and thoughts on the paper

WHEN THE PARTICIPANTS HAVE FINISHED WRITING

- What did you write?

IV. BACKGROUND DISCUSSION:

- How long did you go without a license?
- How did this affect you?
 - Your family?
 - Your job?

- How did you feel about losing your license?
- How did other people feel about you losing your license?

V. ACTIVITIES DURING LICENSE SUSPENSION OR REVOCATION:

- How did your activities change during the time you didn't have a license?
 - Did you drive anyway?
 - Did you drive more carefully?
 - Did you get caught?
 - What effect did this have on you?
 - Did it change your behavior?
 - Did you get rides?
 - Were family and friends helpful and cooperative?
 - Did you use public transportation?
 - Was it adequate?

VI. OCCUPATIONAL LICENSES

- Did you apply for an occupational license?
 - IF YES:
 - What happened?
 - Did you get one?
 - What was the application procedure like?
 - IF NO:
 - Why not?
 - How important was the requirement for insurance (proof of financial responsibility)?
 - Was it a hardship for you?
 - In what way?

VII. OVERALL OPINIONS OF OCCUPATIONAL LICENSES

- What do you think about the occupational licensing program?
 - What is good?
 - What is bad?
 - What suggestions do you have to improve it?
- How well is it being administered?
 - What about requirements?
 - What about restrictions?
- How well do you understand the occupational licensing program?
- How well do you understand the occupational licensing process?

VIII. HOW WOULD YOU CHANGE THE OCCUPATIONAL LICENSING PROGRAM?

IX. IN THE PHONE SURVEY, HOW DO WE CONVINCE PEOPLE TO TRUST US?

X. ANYTHING ELSE?

APPENDIX C

MAIL SURVEY QUESTIONNAIRES



OCCUPATIONAL LICENSE STUDY

Thank you for taking the time to answer our questions. Remember, all your answers will be completely anonymous, and the State does not know you received this questionnaire or if you decide to participate.

It is important that you answer frankly and give us your real opinions. Nothing you write will affect your driver's license.

Don't forget to send the enclosed postcard SEPARATELY in order to be entered into three different \$100.00 drawings!

1. Have you had your Wisconsin driver's license suspended or revoked in the past year?

Yes..... []1

No..... []2

- 1a. In total, how many times have you ever had your Wisconsin driver's license suspended or revoked?

Once..... []1

Two times..... []2

Three times..... []3

Four times or more..... []4

2. Did you drive with an Occupational License during the past year?

Yes..... []1 → Go to Question 3

No..... []2 → Go to Question 19

3. When your driver's license was suspended or revoked, how did you feel? *(If your license has been suspended or revoked more than once, please answer for the most recent time.)*

(CHECK ALL THAT APPLY)

I was embarrassed..... []1

I felt unlucky..... []2

I felt guilty..... []3

I did not care; it was not a big deal..... []4

I felt I was treated unfairly—

I should not have lost my license..... []5

Other (explain)

4. Are you driving with the Occupational License now?

Yes..... []1

No, I have a regular license now..... []2

No, I don't have any type of license now..... []3

5. About how long have you driven with an Occupational License in the past year?

Less than 1 month..... []1

About 1 month..... []2

About 2 months..... []3

About 3 months..... []4

About 4-6 months..... []5

Longer than 6 months..... []6

6. How did you first learn about Occupational Licenses? (CHECK ALL THAT APPLY.)

A police officer told me..... []1

A judge told me..... []2

It was in a form or pamphlet..... []3

A lawyer told me..... []4

The DMV..... []5

The Department of Transportation (WisDOT).... []6

Other (explain).....

7. What did you think about the process of obtaining an occupational license?

Very easy..... []1

Easy..... []2

Neither easy nor difficult..... []3

Difficult..... []4

Very difficult..... []5

8. What did you think of the process of getting an SR-22 for your auto insurance?

Very easy..... []1

Easy..... []2

Neither easy nor difficult..... []3

Difficult..... []4

Very difficult..... []5

9. How helpful have family been in giving you rides?

Very helpful..... []1

Helpful but resentful..... []2

Not very helpful..... []3

Not at all helpful..... []4

I didn't ask my family for rides..... []5

10. How helpful have friends been in giving you rides?

Very helpful..... []1

Helpful but resentful..... []2

Not very helpful..... []3

Not at all helpful..... []4

I didn't ask my friends for rides..... []5

11. How often did you use public transportation to get to where you needed to go?

Very often..... []1

Often..... []2

Occasionally..... []3

Rarely..... []4

Never..... []5

(Valid OL Questionnaire Version)

12. Overall, has your life been different with an occupational license, compared to when you had a regular driver's license?

No, my life is about the same overall [1]
Yes, my life is more difficult overall..... [2]
Yes, my life is much more difficult overall..... [3]

13. In your own words, please describe how having an Occupational License has affected your life.

14. How has having an Occupational License affected your job?

It hasn't. I have the same job [1]
I have the same job but have different duties [2]
I lost my job but got another job easily [3]
I lost my job and having an occupational license made it difficult to find a new job [4]

- 14a. Do you drive as part of your job?

Yes..... [1]
No..... [2]
I don't have a job..... [3]

15. How often do you drive outside your hours listed for your Occupational License?

Every day..... [1]
Almost every day..... [2]
3 to 4 times a week..... [3]
1 to 2 times a week..... [4]
3 to 4 times a month..... [5]
1 to 2 times a month..... [6]
Only in emergencies [7]
Never..... [8]

16. If you drive outside the hours of your Occupational License, do you drive more carefully than usual?

Yes, much more carefully [1]
Yes, a little more carefully [2]
No, I drive about the same..... [3]
I never drive outside my hours..... [4]

17. If your Occupational License includes homemaker duties, what do you do? (CHECK ALL THAT APPLY.)

Grocery shopping..... [1]
Taking my kids to school..... [2]
Taking my kids to sports or hobbies [3]
Vacations or out-of-town trips [4]
Social reasons such as movies or restaurants..... [5]
My license does not include homemaker duties .. [6]
Other (explain) _____

18. What suggestions do you have, if any, for changing the Wisconsin Occupational Driver's Licensing Program?

To help us analyze the data...

19. Are you:

Male..... [1] Female [2]

20. What is your age?

Less than 18..... [1]
18 – 24..... [2]
25 – 29..... [3]
30 – 39..... [4]
40 – 49..... [5]
50 – 64..... [6]
65 or more [7]

21. What is the last year of school you have completed?

Less than high school..... [1]
High school graduate or GED [2]
Some college (no degree)..... [3]
Two year college degree or technical school graduate [4]
Four year college degree..... [5]
Advanced degree..... [6]

THANK YOU! Please return your completed questionnaire in the postage-paid envelope provided to:

**The Dieringer Research Group, Inc.
3064 North 78th Street, Milwaukee, WI 53222-5025**

OCCUPATIONAL LICENSE STUDY

Thank you for taking the time to answer our questions. Remember, all your answers will be completely anonymous, and the State does not know you received this questionnaire or if you decide to participate.

It is important that you answer frankly and give us your real opinions. Nothing you write will affect your driver's license.

Don't forget to send the enclosed postcard SEPARATELY in order to be entered into three different \$100 drawings!

1. Have you had your Wisconsin driver's license suspended or revoked in the past year?
Yes..... [1]
No..... [2]
- 1a. In total, how many times have you ever had your Wisconsin driver's license suspended or revoked?
Once..... [1]
Two times [2]
Three times [3]
Four times or more [4]
2. Did you lose your license – and not have a driver's license of any kind – for at least one month in the previous year?
Yes..... [1] → Go to Question 3
No..... [2] → Go to Question 19
3. When your driver's license was suspended or revoked, how did you feel? (*If your license has been suspended or revoked more than once, please answer for the most recent time.*) (CHECK ALL THAT APPLY)
I was embarrassed..... [1]
I felt unlucky [2]
I felt guilty [3]
I did not care; it was not a big deal..... [4]
I felt I was treated unfairly—
I should not have lost my license..... [5]
Other (explain) _____
4. Have you applied for an Occupational License in the past year?
Yes, and received one [1] → Go to #6
Yes, but was denied one [2] → Go to #6
No, did not apply for one..... [3] → Go to #5
5. Why did you NOT apply for an Occupational License? (CHECK ALL THAT APPLY)
I knew I wasn't eligible [1]
I did not know about them..... [2]
It was too much of a hassle to apply [3]
The car insurance was too expensive [4]
My license was suspended for too short a time.. [5]
I don't need one. I just drive anyway..... [6]
Other (explain) _____
6. How did you first learn about Occupational Licenses? (CHECK ALL THAT APPLY.)
A police officer told me [1]
A judge told me [2]
It was in a form or pamphlet [3]
A lawyer told me..... [4]
The DMV [5]
The Department of Transportation (WisDOT).... [6]
Other (explain) _____
7. Do you have a valid Wisconsin driver's license now?
Yes, I have an Occupational License [1]
Yes, I have a regular driver's license now [2]
No, I don't have any type of license now [3]
8. About how long have you gone without any type of driver's license in the past year?
Less than 1 month [1]
About 1 month [2]
About 2 months [3]
About 3 months [4]
About 4-6 months [5]
Longer than 6 months [6]
9. Thinking only about the time when you DID NOT have any kind of driver's license, what were the main ways you got around? (CHECK ALL THAT APPLY.)
I drove anyway..... [1]
I took public transportation [2]
I got rides from family members [3]
I got rides from friends [4]
I walked or rode a bike [5]
Other (explain) _____
10. How helpful have family been in giving you rides?
Very helpful [1]
Helpful but resentful..... [2]
Not very helpful..... [3]
Not at all helpful..... [4]
I didn't ask my family for rides [5]
11. How helpful have friends been in giving you rides?
Very helpful [1]
Helpful but resentful..... [2]
Not very helpful..... [3]
Not at all helpful..... [4]
I didn't ask my friends for rides [5]

(Denied/Did Not Apply Questionnaire Version)

12. How often did you use public transportation to get to where you needed to go?

Very often..... []1
Often..... []2
Occasionally []3
Rarely []4
Never..... []5

13. Overall, has your life been different without a license, compared to when you had a regular driver's license?

No, my life is about the same overall []1
Yes, my life is more difficult overall..... []2
Yes, my life is much more difficult overall..... []3

14. In your own words, please describe how not having a driver's license has affected your life.

15. How has not having a driver's license affected your job?

It hasn't. I have the same job []1
I have the same job but my duties changed..... []2
I lost my job but got another job easily []3
I lost my job and not having a license made it difficult to find a new job []4

- 15a. Do you drive as part of your job?

Yes..... []1
No..... []2
I don't have a job..... []3

17. How often do you drive without a license?

Every day..... []1
Almost every day..... []2
3 to 4 times a week..... []3
1 to 2 times a week..... []4
3 to 4 times a month..... []5
1 to 2 times a month..... []6
Only in emergencies []7
Never..... []8

17. If you drive without a license, do you drive more carefully than usual?

Yes, much more carefully []1
Yes, a little more carefully []2
No, I drive about the same []3
I never drive without a license..... []4

18. What suggestions do you have, if any, for changing Wisconsin's laws about suspending and revoking driver's licenses?

To help us analyze the data.....

22. Are you:

Male..... []1
Female []2

23. What is your age?

Less than 18..... []1
18 – 24..... []2
25 – 29..... []3
30 – 39..... []4
40 – 49..... []5
50 – 64..... []6
65 or more..... []7

24. What is the last year of school you have completed?

Less than high school..... []1
High school graduate or GED []2
Some college (no degree)..... []3
Two year college degree or technical school graduate []4
Four year college degree..... []5
Advanced degree..... []6

THANK YOU! Please return your completed questionnaire in the postage-paid envelope provided to:

**The Dieringer Research Group, Inc.
3064 North 78th Street, Milwaukee, WI 53222-5025**

Please call (800) 480-4540

APPENDIX D

STATISTICAL RELIABILITY

(MAIL SURVEY)



Statistical Reliability

Reliability is a measure of the precision of a sample estimate of a population value. Worded another way, it refers to the similarity of results provided by independent but comparable measures of the same population. It is dependent primarily upon survey sample size.

As a generalization, a sample of 364 randomly selected respondents, such as we have for our total Valid OL returned questionnaires, will generate data reliable with a $\pm 5\%$ sampling error at a 95% confidence level. That is, if a similar survey were conducted repeatedly, results within $\pm 5\%$ of the true population value would occur for any one question 95 out of 100 times. Looking at it another way, if a question received a "yes" answer by 60% of the 364 respondents, the chances are 95 out of 100 that between 55.0% and 65.0% of the total population would lodge a similar "yes" response, if asked. Sampling error such as this is applied to each cross-tabulation market cell as well as the total Valid OL survey sample. The sampling error for the Denied segment (N=43) is $\pm 15\%$ at a 95% confidence level.

In addition to determining the total sampling error, independent ztests were conducted on the percentages and t-tests were conducted on the means to determine significant differences between demographic groups. If the difference between the two percentages (or the two means) in question is large enough, we say the difference is "significant." If the difference is not large enough, we say it is "not significant."

Whether the difference between two percentages is "significant" depends on the size of the difference and the sizes of the two samples. For example, if 55% of men and 65% of women answered "Yes" to a certain question, we use the sampling error of the difference between percentages to determine if that difference of ten percentage points is "significant."

For means, whether the difference between two means is "significant" depends on the size of the differences, the sample sizes, and the standard deviations of the two samples. In calculating significance for means, we use the sampling error of the difference between the means.

If we say that the difference is significant at the 95% level of confidence, we are saying that we are 95% sure that a difference that large could not appear simply from sampling error.

In this report we refer to the Mean or average. The arithmetic mean is a measure of central tendency. The mean is the most common measure of central tendency for variables measured at the interval level. Often referred to as the "average," it is merely the sum of the individual values for each case divided by the number of cases. The mean is a valuable tool for data analysis; however, it is a fixed point and does not indicate the range of responses.

APPENDIX E

WITHDRAWAL TYPE

DEFINITIONS



Definition of Reasons for Withdrawal

OWI Related	Driver Record	Drug Conviction	HTO / Repeat HTO	Underage Alcohol – Non Driving	Moving Violations	Underage Alcohol - Driving	Other
OWI	DR	D	HTO	UAL	OAR	UAO	FA
BAC			RHT	IIV	OWS		SVO
OII				JA	IUL		
NHI					S		
PAC					SI		
CA					SE		
IC					FSA		
GBH					RD		
CAC					AEO		
CWI					DJN		
					ID		
					IT		

Charge codes defined on next page.

Definition of Reasons for Withdrawal

Description	
OWI	Operating under influence intoxicant/controlled substance
BAC	Blood alcohol concentration
OII	Operating while intoxicated causing injury
NHI	Negligent homicide intoxicated
PAC	Prohibited alcohol concentration
CA	Commercial alcohol
IC	Implied consent
GBH	Great bodily harm
CAC	Commercial administrative suspension
CWI	Commercial operating while intoxicated
DR	Driver record
D	Drug convictions
HTO	Habitual traffic offender
RHT	Repeat HTO
UAL	Underage alcohol (209)
IIV	Intoxicant in vehicle carrying underage person
JA	Juvenile alcohol*
OAR	Operating after revocation**
OVS	Operating while suspended**
IUL	Illegal use of operator's license
S	Speeding
SI	Speeding intermediate
SE	Speeding excess
FSA	Failure to stop after accident
RD	Reckless driving
AEO	Attempt to elude officer
DJN	Damage judgement accruing from negligent operation
ID	Inattentive driving
IT	Illegal turn
UAO	Underage alcohol operation*
FA	Falsified application
SVO	Serious violation-occupational license